

RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

FREIGHT TRAFFIC ISSUE

JUNE 4, 1951



"THE RAILROAD OF 'FIRSTS'"

Through a hundred years of progress the Erie has scored notable "firsts." It was the first long-distance railroad. First to use telegraph in its operations. First to link the Atlantic seaboard with the Great Lakes. First to transport California fresh fruit to the New York market . . . and one of the first railroads to engage in major dieselization. Today 172 Alco-GE diesel-electrics—largest fleet of any builder—are helping this great railroad to *win traffic back to the rails.*



AMERICAN LOCOMOTIVE
and
GENERAL ELECTRIC

113-264

An Important Contribution **COMMONWEALTH** **CAST STEEL UNDERFRAMES**

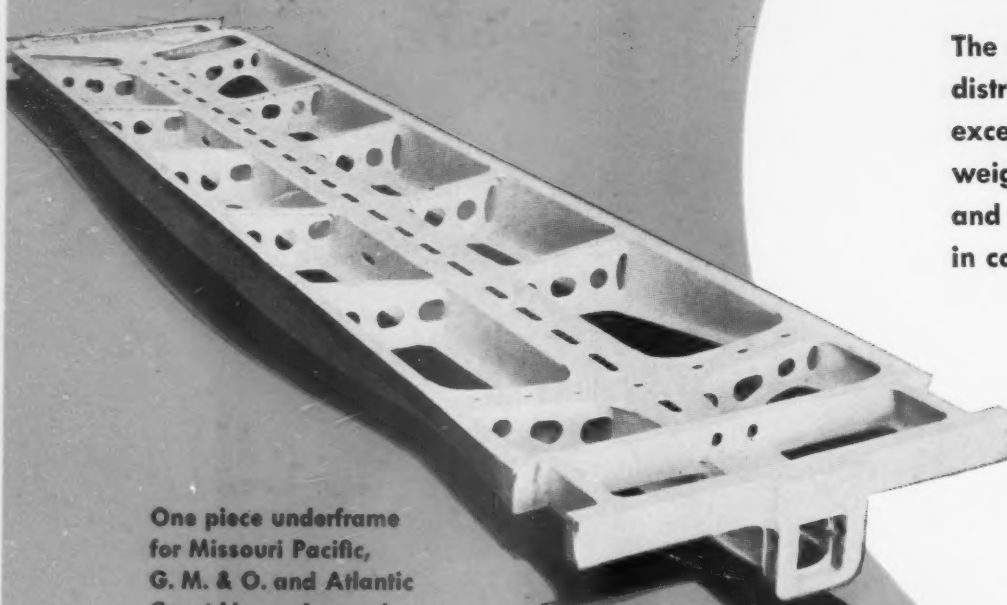
*For the Large
Freight Car Program*

As part of the Defense Preparedness Program, America's railroads placed orders in 1950 for 2000 **COMMONWEALTH** One-Piece Cast Steel Underframes for flat cars, pulpwood cars and "special service" freight cars.

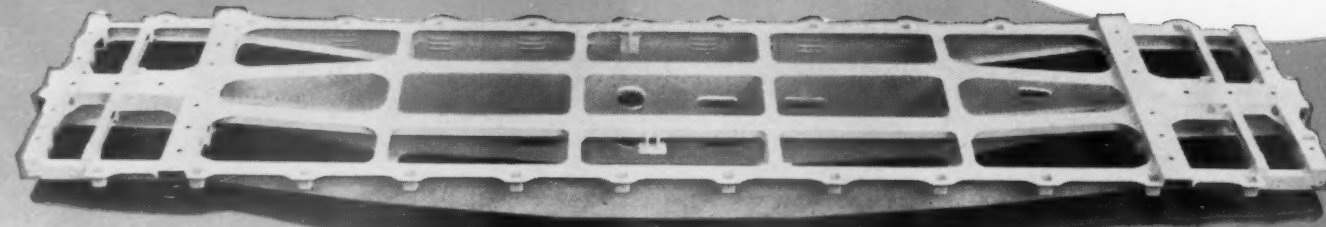
The one-piece construction, with metal distributed where it is needed most, provides exceptional strength without increase in weight, eliminating welded or riveted joints and connections, and saving manpower in car building.

COMMONWEALTH Underframes are practically indestructible. They assure increased availability of freight cars with longer service-life and greatly reduced upkeep costs.

Consult us about your requirements.



One piece underframe
for Missouri Pacific,
G. M. & O. and Atlantic
Coast Line pulpwood cars.

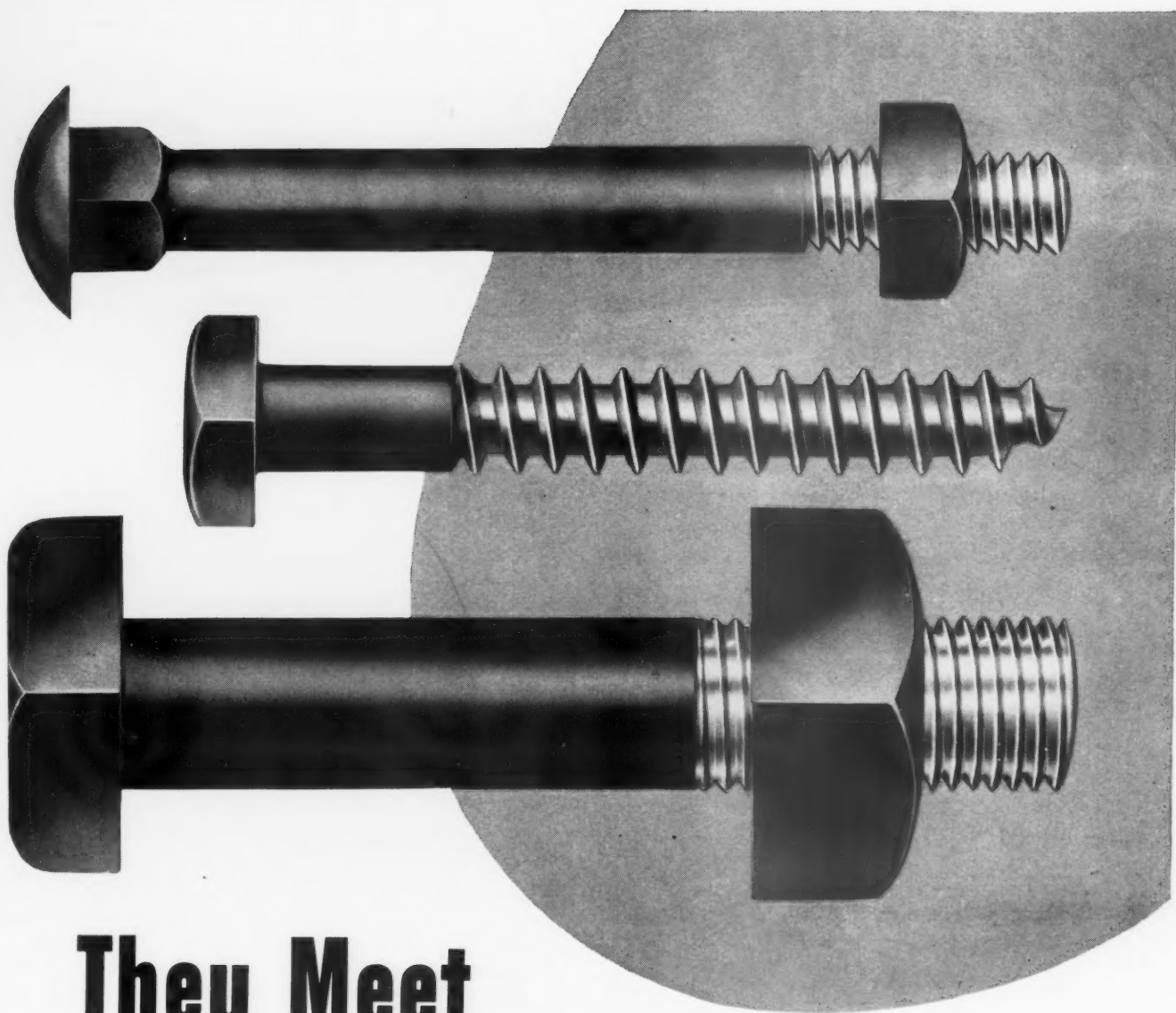


One piece underframe for G. M. & O.
and Union Pacific flat cars.

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA.





They Meet Every Construction Need



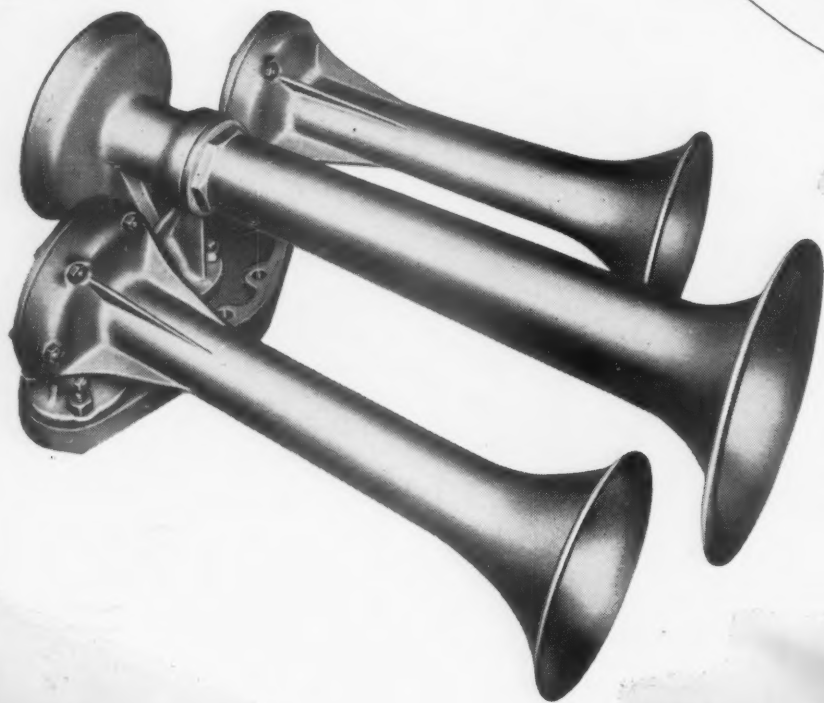
Bethlehem Machine, Carriage and Lag Bolts are made in such a wide variety of sizes and types that they meet every construction requirement for standard bolts. We also produce a full line of American Standard Regular or Heavy Nuts, both square and hexagonal.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. Export Distributor: Bethlehem Steel Export Corporation

Bethlehem supplies every type of Railroad Fastener

TUNED FOR ATTENTION



**WESTINGHOUSE
MULTIBELL HORNS**

This new E-2B puts the final touch of distinction on your Diesel locomotives. Melodious F-Major tone has maximum carry and quality . . . gives a dominant warning . . . also available in higher pitch. Two position valve for city and country volume. Present E-2 horns easily converted to E-2B. Ask for Descriptive Leaflet No. 2472-1 or for an "audition" in your office.



Westinghouse Air Brake Co.

WILMERDING, PA.



RAILWAY AGE

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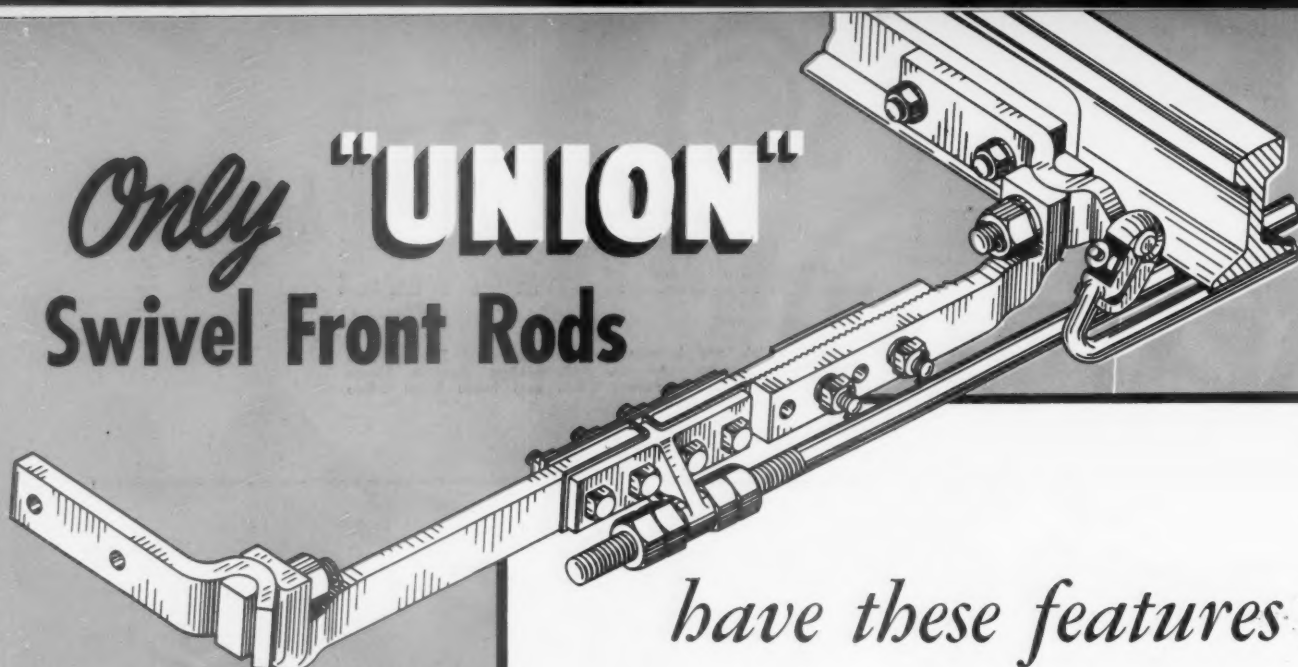
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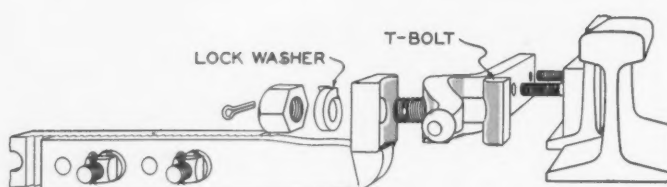
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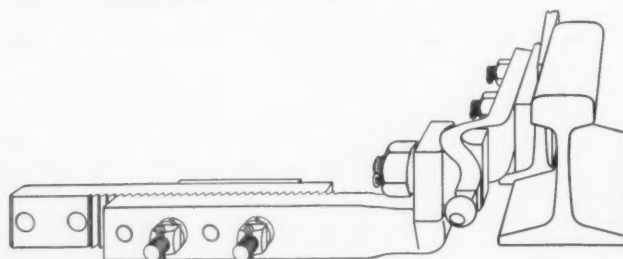
Only "UNION" Swivel Front Rods



have these features



1 The exclusive T-bolt connection of "Union" Style U Swivel Front Rods assures maximum service life, because wear is effectively minimized by the unusually large contact areas. And, lost motion is prevented by the action of the spring lock washers.



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Whether you install them . . . at hand-throw, spring, or power switches . . . slip switches or movable-point frogs . . . you can specify "Union" Style U Swivel Front Rods with complete confidence. Their dependability and long life have been demonstrated by the thousands which have been in service for years.

UNION SWITCH & SIGNAL COMPANY

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WEEK AT A GLANCE

HOW'S YOUR RAILROAD DOING? Like nearly all other railroad statistics, ton-mileage per train hour is affected by many things, including some that management can't entirely control—traffic pattern and physical characteristics, to mention only two. A road with relatively low hourly ton-mileage may actually be doing a better job, considering its particular circumstances, than one with more impressive statistics. But by and large, it's pretty safe to say that any railroad with high ton-mileage per train-hour is being pretty well run. So here's a bouquet to the Western Pacific, which took top honors in that department in February—the last month for which complete figures are available—with the highly creditable record of 71,219—gross. In second place was the Kansas City Southern, with 66,037, followed by the Lehigh Valley, 62,984, the Norfolk & Western, 62,791, the Union Pacific, 61,186, and the Gulf, Mobile & Ohio, 60,868. These and other freight operating statistics for "large" Class I railroads are given in the tables on pages 104 and 105.

IN THE NEWS: More railroad merchandise schedules.—California manufacturers support "clean car" campaign.—M. P. extends "speedbox" service.—C. & O. inaugurates "Speedwest," new fast freight train, to cut Norfolk-Chicago-Toledo time by 24 hours.—A.C.L. begins coordinated truck service for interstate l.c.l. over 12 routes in Florida.—Frederic C. Dumaine, N.Y.N.H.&H. president, dies at 85.—P.R.R. orders 132 diesel locomotives, comprising 218 units.—1950 freight claim payments \$24.9 million, or 21.9 per cent below 1949.—Knudson tells truckers not to "shirk common carrier duties."—Gass reports improved car supply in April.—Southern roads ask 10 per cent increase in one-way passenger fares.—B. & M. seeks higher commuter fares.—Court approves C. G. W. dividend payment plan.—N. P. A. restricts delivery of used rails, axles.—Supreme Court sends train discontinuance cases back to state courts.—More about who got what in locomotive steel allocations.

PORTRAIT OF A BUSY MAN: Almost any railroad division superintendent might be the model for such a portrait—might be, that is, if any superintendent is ever still long enough to model for anything! There's probably no job in the world that keeps its holders more constantly on the go—and none whose holders are, as a group, more faithful to the performance of their duties—than the 24-hour-a-day, seven-day-a-week chore of running a railroad division. Something of what such a job involves, and of the typical attitude toward it of at least one busy superintendent, are revealed in the page 36 "diary" of an actual working day in the life of Seaboard Virginia Division Superintendent Charles I. Morton.

HEAVY HAND OF BUREAUCRACY: Lots of people pay lip service to the idea of transport coordination. But such coordination seems likely to be no more than a beautiful dream so long as the present law is interpreted in the present way. As to what is meant by that—read the page 49 description of the coordinated rail and highway transport-

tation system worked out over a long period of years by the Texas & Pacific. Ponder the advantages it has brought to the railroad and to shippers. And then consider the court-upheld I.C.C. decision which will probably force drastic curtailment or even complete suspension, so far as interstate traffic is concerned, of those features of the set-up which have been most valuable and beneficial. If transport coordination is desirable, isn't it about time the railroads were allowed to participate in it?

LET'S SIMPLIFY TARIFFS: Common sense redesign of freight tariffs on an orderly and simplified basis would bring to shippers and railroads alike the benefits of easy, speedy, accurate rate checking, plus reduced tariff compilation, printing and mailing costs. So says J. R. Staley, vice-president of the Quaker Oats Company, in an article beginning on page 47. What's more to the point, Mr. Staley makes some very specific suggestions as to tariff features that need correcting and as to how the corrections may be brought about.

AT LONG LAST: After all the fuss and fury of the past few months, the railroads and the Brotherhood of Railroad Trainmen finally reached, on May 25, a settlement of their long-standing wage and rules dispute. The settlement, which is based on the White House agreement of last December 21, covers about 150,000 employees and will cost the carriers about \$97 million a year. Further details are given in the news—page 60. At press time, there had been no settlement in similar cases involving enginemen, firemen and conductors.

DAILY DOUBLE: Re-equipment of the Great Northern's "Empire Builder" has just made possible the first double-daily streamliner service ever offered on one railroad route between Chicago and the Pacific Northwest. The service itself is described on page 54; next week's issue will contain a detailed description of the equipment.

FASTER EASTBOUND: The New York Central recently completed a number of improvements to its main and West Shore freight lines in the neighborhood of Syracuse. Result? Faster service for eastbound freight. For details, see page 44.

SYSTEMATIC MAINTENANCE: Paperwork is necessary in railroading, just as in any other large organization. But paperwork can be a burden—or it can be a big aid to efficient, economical operation. It's clearly in the latter category, so far as diesel locomotive maintenance on the Western Lines of the Southern System is concerned, where detailed records have been so set up as to permit increased locomotive mileage and at the same time to let supervisors supervise and not just shuffle papers. The record system is outlined on page 57.

Why SHELL ships glycerine in tank cars of Alcoa Aluminum

Chemical men know which metals are friendly to their products. That's why Shell Chemical Corporation operates a fleet of *aluminum* tank cars for shipping synthetic glycerine. Whether it is destined for resins, plastics, explosives or its many other uses, Shell's glycerine will arrive pure and free from discoloration.

Like Shell, other shippers of many liquid ladings choose aluminum tank cars for one or both of the following reasons:

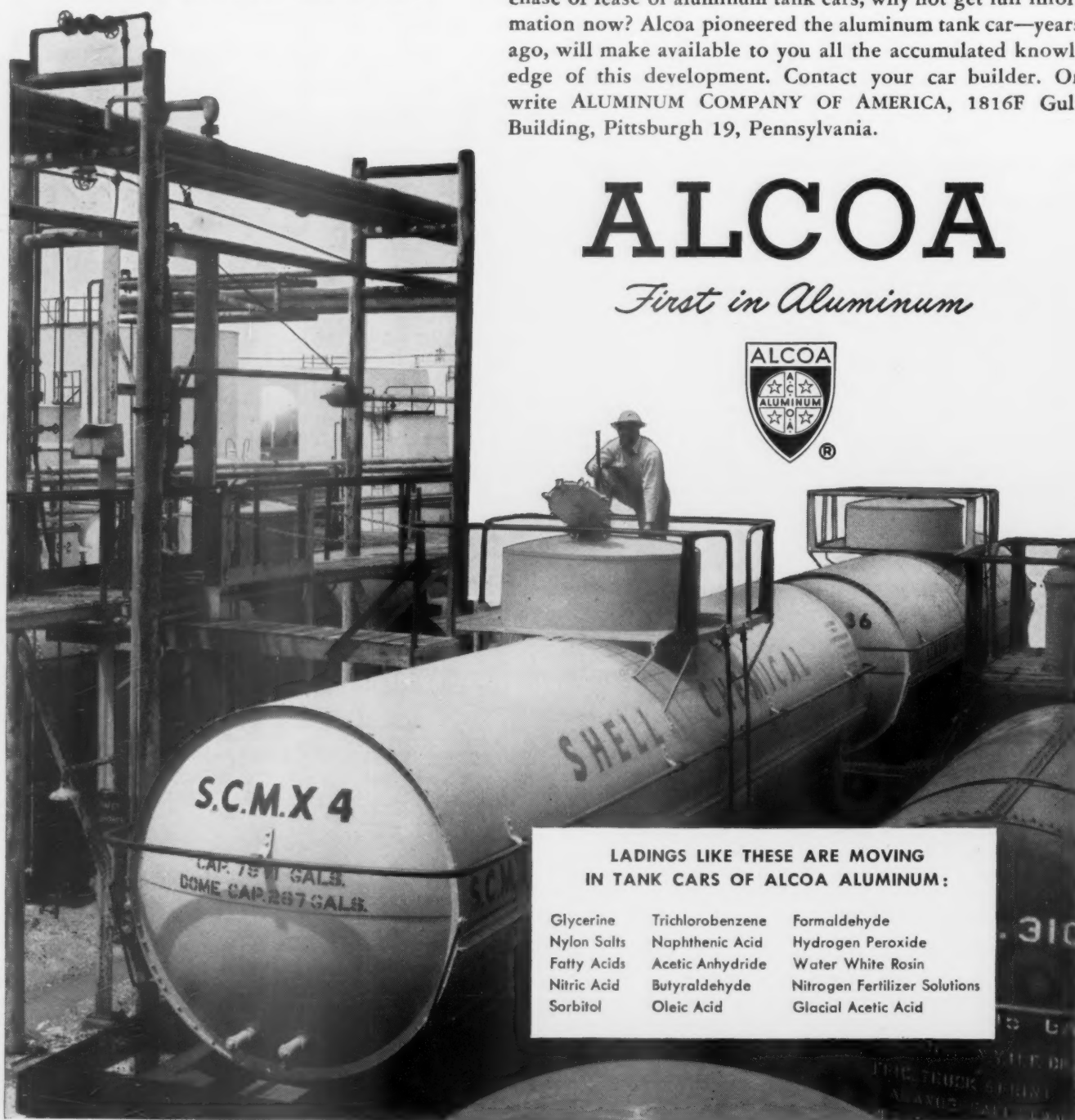
NO DAMAGE TO LADINGS—Aluminum does not contaminate or discolor sensitive liquids, does not promote decomposition.

NO DAMAGE TO CARS—Many acids and other corrosive ladings have no effect on aluminum. Far less painting and maintenance required.

Although military needs for aluminum may delay your purchase or lease of aluminum tank cars, why not get full information now? Alcoa pioneered the aluminum tank car—years ago, will make available to you all the accumulated knowledge of this development. Contact your car builder. Or write ALUMINUM COMPANY OF AMERICA, 1816F Gulf Building, Pittsburgh 19, Pennsylvania.

ALCOA

First in Aluminum



LADINGS LIKE THESE ARE MOVING IN TANK CARS OF ALCOA ALUMINUM:

Glycerine	Trichlorobenzene	Formaldehyde
Nylon Salts	Naphthenic Acid	Hydrogen Peroxide
Fatty Acids	Acetic Anhydride	Water White Rosin
Nitric Acid	Butyraldehyde	Nitrogen Fertilizer Solutions
Sorbitol	Oleic Acid	Glacial Acetic Acid

War goods must move

War goods must be made and materials must move. Let nothing hinder this production and fast transportation. Delay in transport, damage to lading... these are sabotage! As never before, the cost of interruption dwarfs the extra price of assured protection.

Goods in fast transport can be protected. Waughmat Twin Cushion equipment protects both cars and lading against most of the excessive impacts of high speed freight train operation. The Waughmat Twin Cushion device with its oversize cushioning pads is the modern safeguard especially designed to give extra protection against

excessive coupling impacts and to provide added safety down the line.

Cushioning in pull and in buff, Twin Cushions afford double action protection. Allowing a minimum of uncontrolled movement, only the play in coupler connections, they minimize the impacts of pull-outs and run-ins and reduce the surging of heavy trains running at high speed.

You can install Twin Cushions overnight... you can equip all of your cars for safe transportation of defense goods with Waughmat Twin Cushions. Twin Cushions are the lowest cost big improvement you can make on any car.

WHERE THAT EXTRA

1½¢

PER DAY *pays off!*

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WAUGHMAT

Twin Cushions

The premium you pay for Waughmat Twin-Cushion premium car and lading protection is estimated to be less than 1½¢ per day per car... a small charge for the car and lading insurance provided by Waughmat Twin-Cushions

For Your Light Traffic

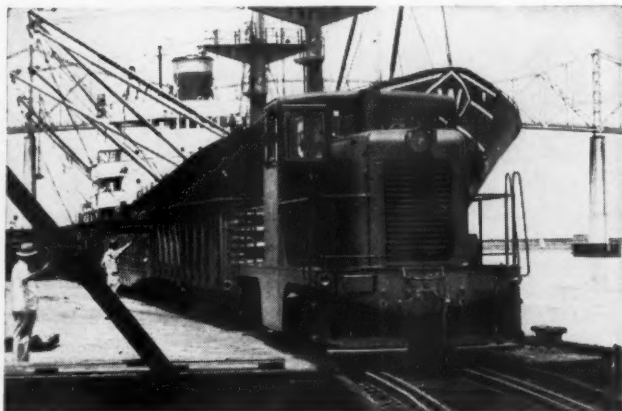
**USE A LOW-COST LOCOMOTIVE
THAT PAYS ITS OWN WAY**



IT'S A DOUBLE THREAT— the Sacramento Northern uses the 44-ton for switching and transfer. This diesel-electric is not yard bound. With its two heavy-

duty engines totaling 400 hp it is a powerful unit for road haul and yet is economically justified for switching work.

G-E 44-ton, 400-hp diesel-electric gives "performance plus" in yard and road operation.



IT'S A MONEY-MAKER—20–40% average savings is the story time and again with these 44-tonners. Case histories reveal that many railroads have paid for diesel-electrics in two, three and four years. The South Carolina State Port Authority, Charleston, S. C. received a one-third return on its investment in 16 months. Less fuel usage, less maintenance and service, less wear on road beds, greater utilization are some of the reasons for this amazing economy.



IT'S AVAILABLE—Available 95% of the assigned time, on an average, as the Boston & Maine Railroad has discovered. To obtain this availability there are two power plants, each complete with battery-charging generator, air compressor, and traction motors which can be operated individually in an emergency. Push-button starting, simplified maintenance and servicing make the 44-tonner ready to go the minute it's wanted. And 10 years of operating experience back them up.



IT'S A WORKHORSE—The Coudersport & Port Allegany Railroad at Coudersport, Pennsylvania has found the 44-tonner to be a hard worker. Ease of control, fast acceleration, good visibility permit fast switching. Speeds up to 35 mph also makes them good for the road, too.

Whether it's for switching or road haul, there's a place for this locomotive on your railroad—in single—double—or triple unit operation.



IT STICKS TO THE RAILS—the San Francisco & Napa Valley Railroad attests to its amazing adhesion which makes it just about the glueiest locomotive on wheels. Its parallel-connected motors give smooth, steady traction for the heaviest grades.

For further information on the G-E 44- and 70-ton locomotives consult your nearest G-E sales office. General Electric Company, Schenectady 5, N. Y.

GENERAL  ELECTRIC

L21-58



Edgewater

Rolled Steel Wheels

FOR

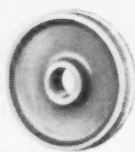
Diesel Locomotives

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**Edgewater
Steel Company**

PITTSBURGH, PA.

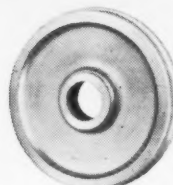
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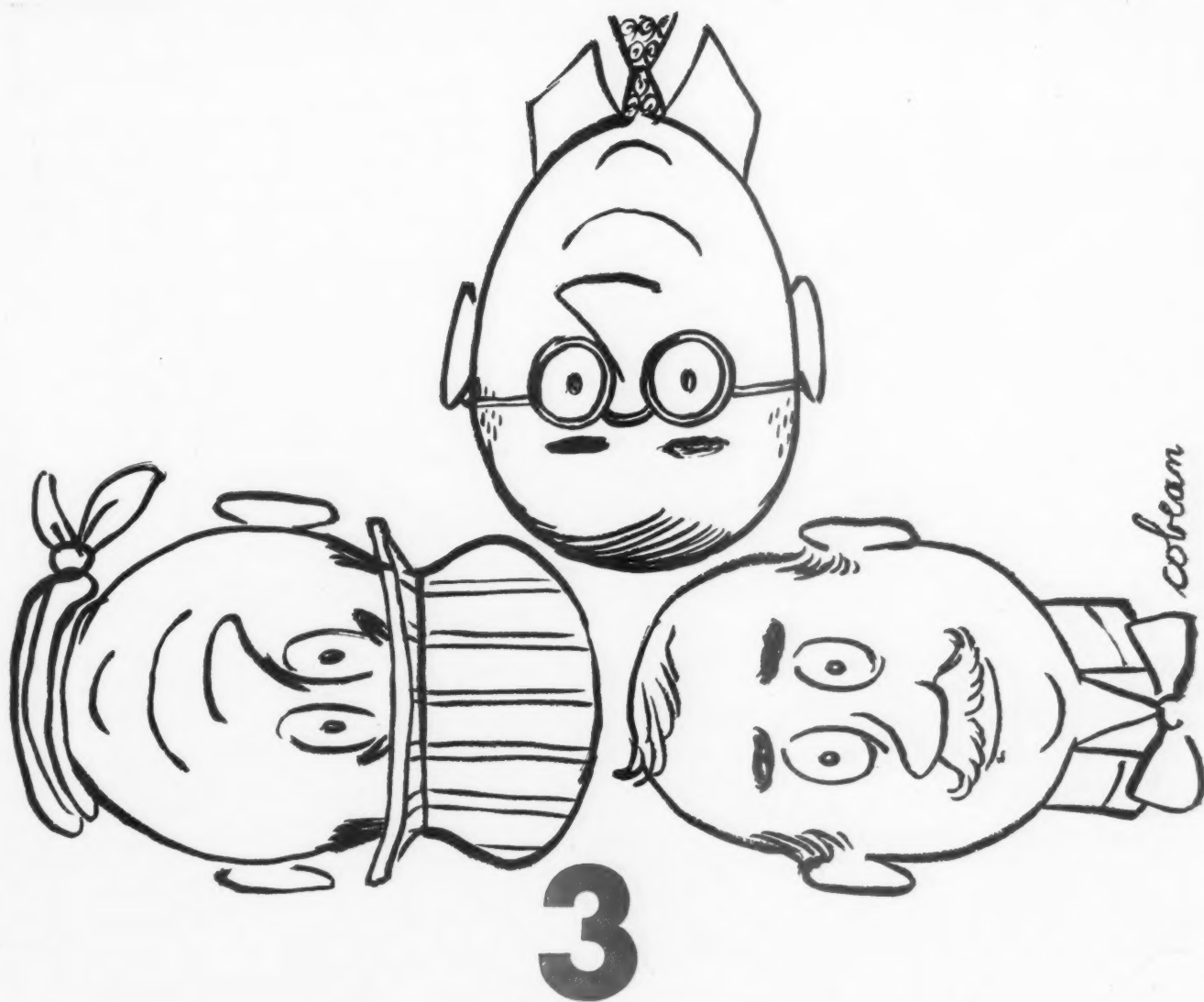
Freight
Car



Passenger
Car



and Diesel
Locomotive
Rolled Steel
Wheels



HEADS ARE BETTER THAN

1

...it takes all 3—the Builder,
Operator and Oil Supplier—to assure
top Diesel performance!



SOCONY-VACUUM
Correct Lubrication

**WORLD'S GREATEST LUBRICATION KNOWLEDGE
AND ENGINEERING SERVICE**

No one knows all the answers to the problems arising from modern railroad Diesel operation. They are so varied, so complex. But, through the cooperation of builders, operators and oil suppliers, many of these problems have been solved . . . others are being solved every day.

We have been part of this cooperative research effort ever since we lubricated Dr. Diesel's first engine...and we're working even harder today! As a result, we have come up with new lubricating oils which contain all the known desirable properties for railroad operation. These oils are giving exceptional results on many major roads today!

Our broad experience, our research facilities and our new products are available to you now to improve *your* Diesel operations.

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Once Again BAKER Makes
Industrial Truck History!

THE NEW **BAKER** **TYPE FS**

2000 pound FORK TRUCK

This Rugged ALL NEW 2000 pound capacity
FORK TRUCK combines OUTSTANDING
DEPENDABLE PERFORMANCE with LOW
FIRST COST, LOW OPERATING COST and
MINIMUM MAINTENANCE!



In 1950 when we introduced the new 100% Functional Type FT-3000 and 4000 pound Fork Truck, we said it would do *more work per dollar invested than any other truck in its class.*

HUNDREDS OF USERS AGREE THAT IT HAS MORE THAN LIVED UP TO OUR CLAIM!

Now Baker announces the Type FS, with the same *completely functional* design, in the 2,000 pound class. If you have a material handling problem for trucks in this capacity — it will pay you to get all the facts.

Write for Bulletin 1327

Compare These Features!

POWER EFFICIENCY! Baker-built motors for travel, hoist and tilt develop the highest horsepower for any motors of their size and weight.

LOWER MAINTENANCE, GREATER SAFETY! Dynamic-braking, NoPlug Controller, operated by accelerator pedal, saves wear and tear on motor, drive axle, service brake and tires.

TROUBLE-FREE TRANSMISSION! Efficient worm-drive power axle minimizes gear losses and reduces maintenance.

MAXIMUM MANEUVERABILITY, SMOOTHER RIDING! Baker patented wide-angle steering axle is mounted longitudinally in jumbo-size rubber blocks accommodating it to uneven roadways, and absorbing shock from rough floors.

SAFE, TIRELESS OPERATION! Automotive-type steer, soft-touch brake, cushion tires, greater visibility for operator.

HYDRAULIC LIFT AND TILT! Low-pressure hydraulic system for lift and tilt motions, increases safety and minimizes seepage.

RUGGEDNESS AND STAMINA! All-welded steel truck frame with integral bumper counterweight. Most efficient structural design for strength and utilization of space.

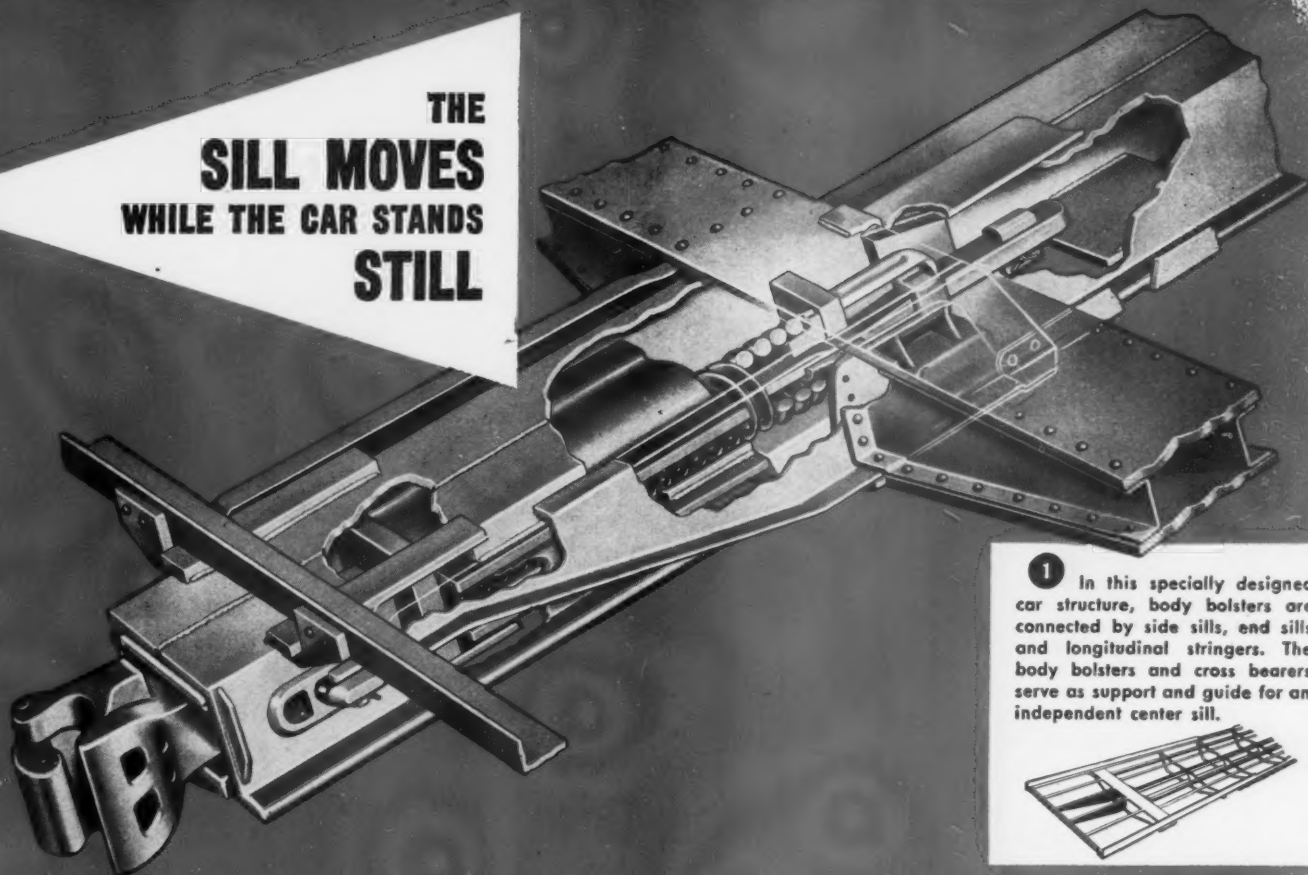
BAKER INDUSTRIAL TRUCK DIVISION of The Baker-Raulang Company

1255 WEST 80th STREET, CLEVELAND 2, OHIO

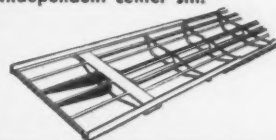
In Canada: Railway & Power Engineering Corporation, Ltd.

Baker[®] INDUSTRIAL TRUCKS

**THE
SILL MOVES
WHILE THE CAR STANDS
STILL**

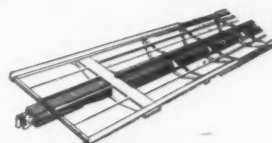


1 In this specially designed car structure, body bolsters are connected by side sills, end sills and longitudinal stringers. The body bolsters and cross bearers serve as support and guide for an independent center sill.

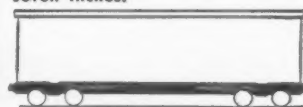


2 The center sill lies within the guides free to float in either direction.

The sill moves while the car stands still



3 Center sill movement is cushioned by coil springs, each of 12,000 foot pounds capacity, placed between the body bolsters and couplers. Sill movement in either direction is restricted to seven inches.



24,000 ft. lbs. capacity

4 Movement of the sill is still further retarded by friction between floor and sill which increases with carloading due to deflection of car floor. Total capacity, 36,000 ft. lbs.



12,000 ft. lbs. capacity

36,000 FT. LBS. CAPACITY

Equip all new cars with modern lading-protection . . . better cushioning against the high speed shocks of classification yard distribution.

For an almost nominal premium, any new freight car can be built to be practically shock proof.

Equip all new cars with Duryea Cushion Underframe, the cushioning device with "shock-force control" which dissipates car coupling impacts and minimizes shock transference to car structure and lading. It provides that 40% margin of safety protecting both cars and lading against the majority of excessive classification yard impacts. Duryea Cushion Underframe is your best and cheapest insurance of shipper good will.

The best way today is specify Duryea.

HULSON CO. 332 SOUTH MICHIGAN AVENUE CHICAGO 4, ILLINOIS

40%

**EXTRA LADING
PROTECTION**

duryea

cushion underframe

301A
DURALITE GOGGLE
 (For Wear Directly Over the Eyes)



If Workers Chip, Grind, Drive or Cut Rivets or Rails
 ...Do Babbiting, Hand Tool or Machine Work

SELECT ONE OF THESE GOGGLES TO PROTECT THEIR EYES!

These popular, practical, "bread and butter" goggles are light in weight for comfort and strongly made for long life and the utmost protection against flying particles striking from any direction.

The "301A" has individual eyecups, molded to fit eye contours, and has smooth, rounded edges. They won't conduct heat or electricity and afford wide vision. Air channels in the eyecups and many per-

forations invite a natural draft behind lenses and reduce fogging. Ball-chain bridge adjusts easily and is insulated with curved tubing for comfortable fit.

The "321A" features opaque eyecups specially made to fit over practically all types of personal glasses. Ventilation and anti-fog properties are similar to the "301A." Bridge is of high grade leather and easily adjusted.

YOUR NEAREST AO Safety Products Representative can supply you



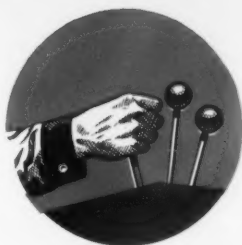
321A
DURALITE COVERGLAS GOGGLE
 (For Wear Over Personal Glasses)

QUICK FACTS (Both Goggles)

- Retaining rims are aluminum, specially treated to resist corrosion.
- Lenses are either 50 mm. Regular Super Armorplate or 6 Curve Super Armorplate as desired. Clear or Calobar in medium, dark or extra dark shades.
- Headband is one-piece rubber, easily adjustable.
- Available with rubber cushions around edges of eyecups at slight extra cost.

American  Optical
 COMPANY
 SAFETY PRODUCTS DIVISION

SOUTHBRIDGE, MASSACHUSETTS • BRANCHES IN PRINCIPAL CITIES



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High power ability does it . . . the instant surge of power you get in a battery-electric truck that's Exide-Ironclad equipped. And it's finger-tip-control power . . . meets *all* demands in *stop-and-go*, *lift-and-shift* operations . . . plus split-second handling, easy maneuvering, accurate spotting. Exide-Ironclad Batteries also give you:

ROUND-THE-CLOCK PERFORMANCE—no mechanical troubles, no unscheduled down time.

UNIFORM SPEED straight through to end of shift.

LOW OPERATING COSTS—on the average of 4 cents an hour for power . . . batteries absorb a very high percentage of charging current.

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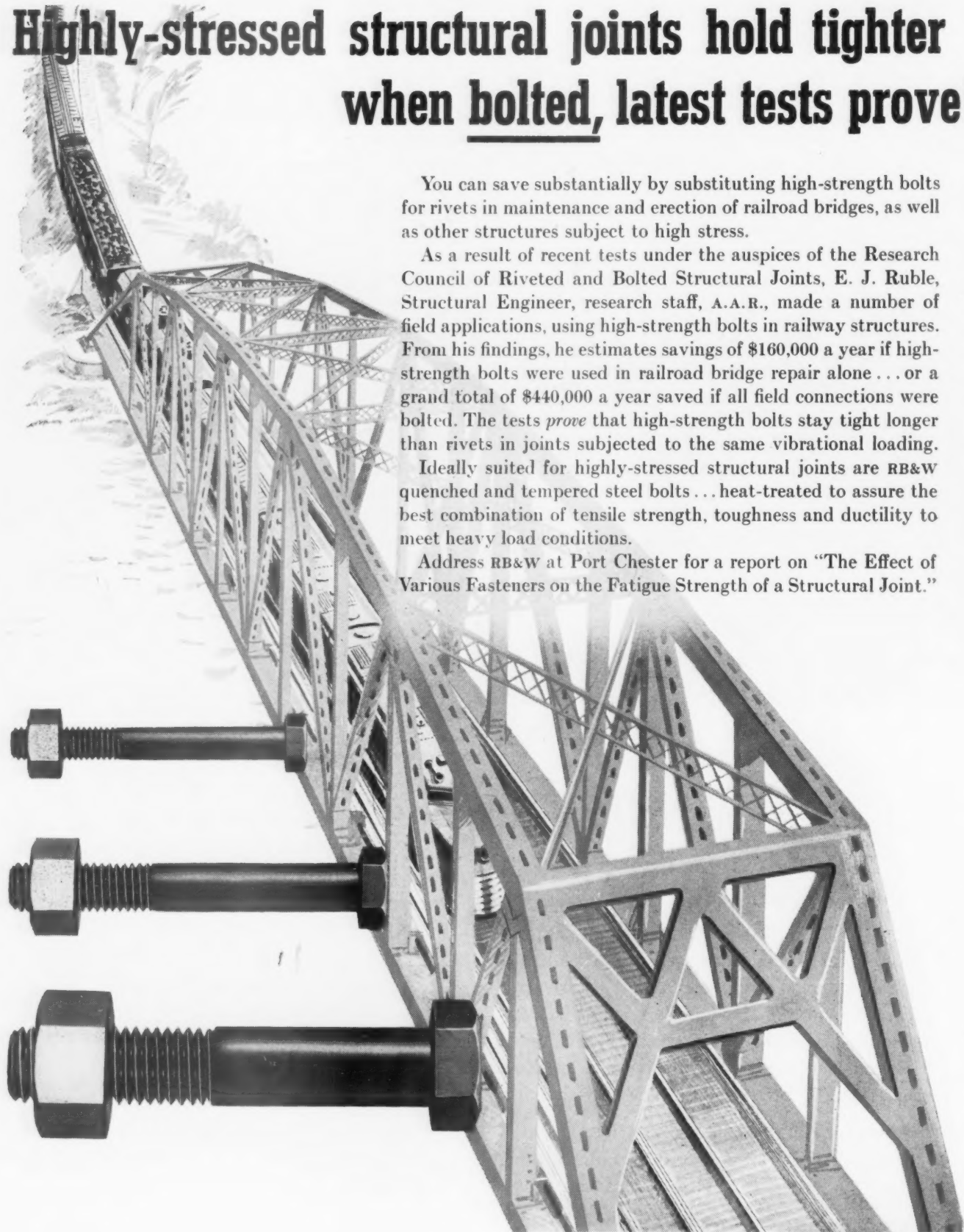
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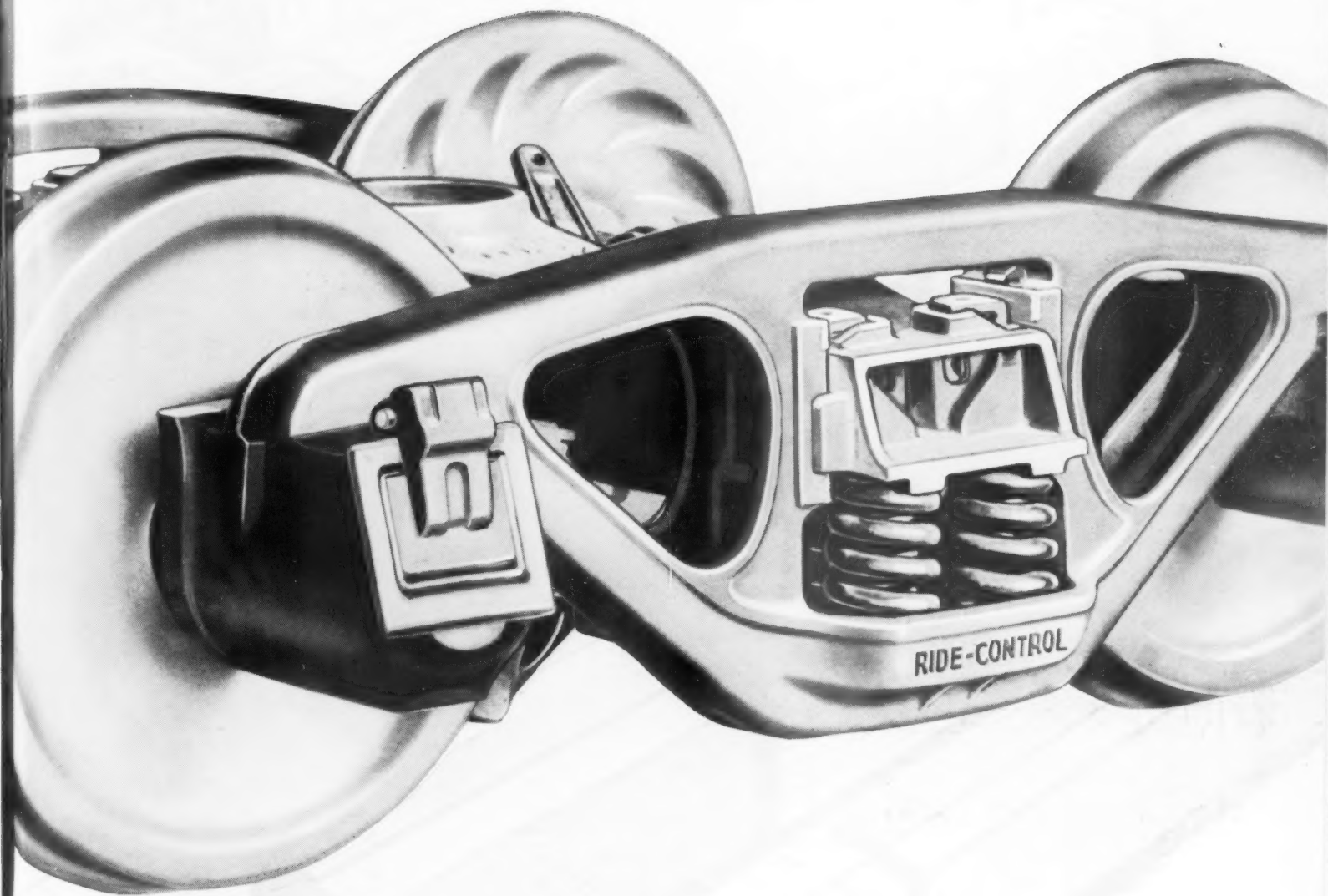
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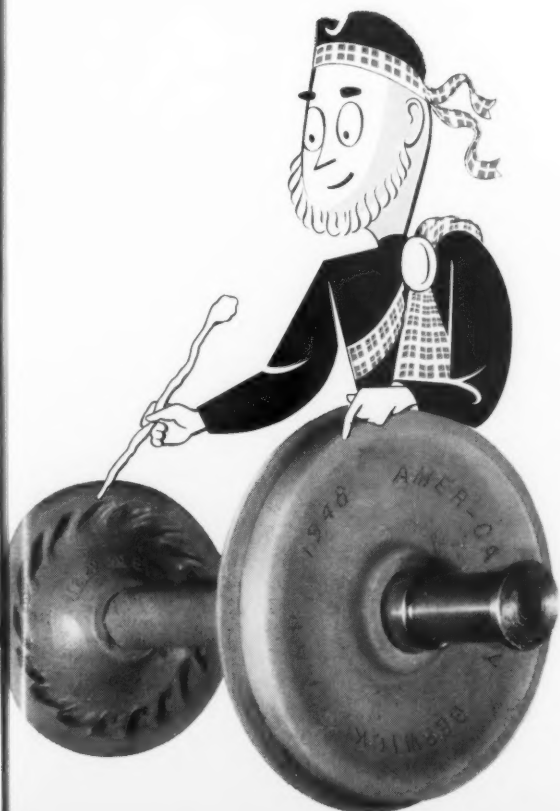
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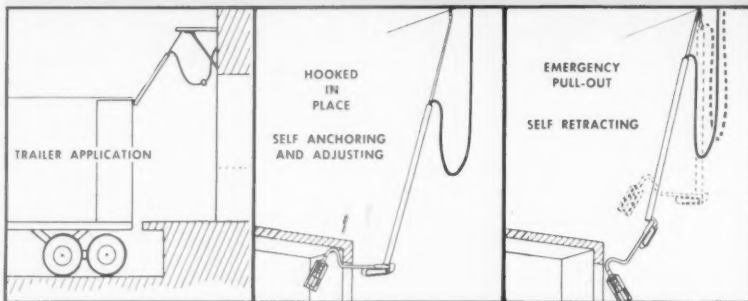
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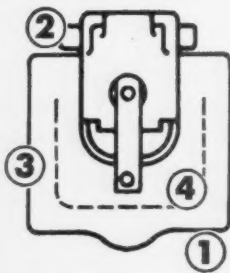
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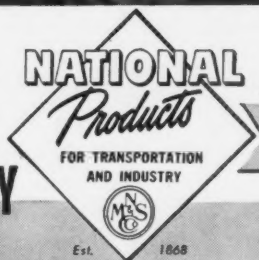
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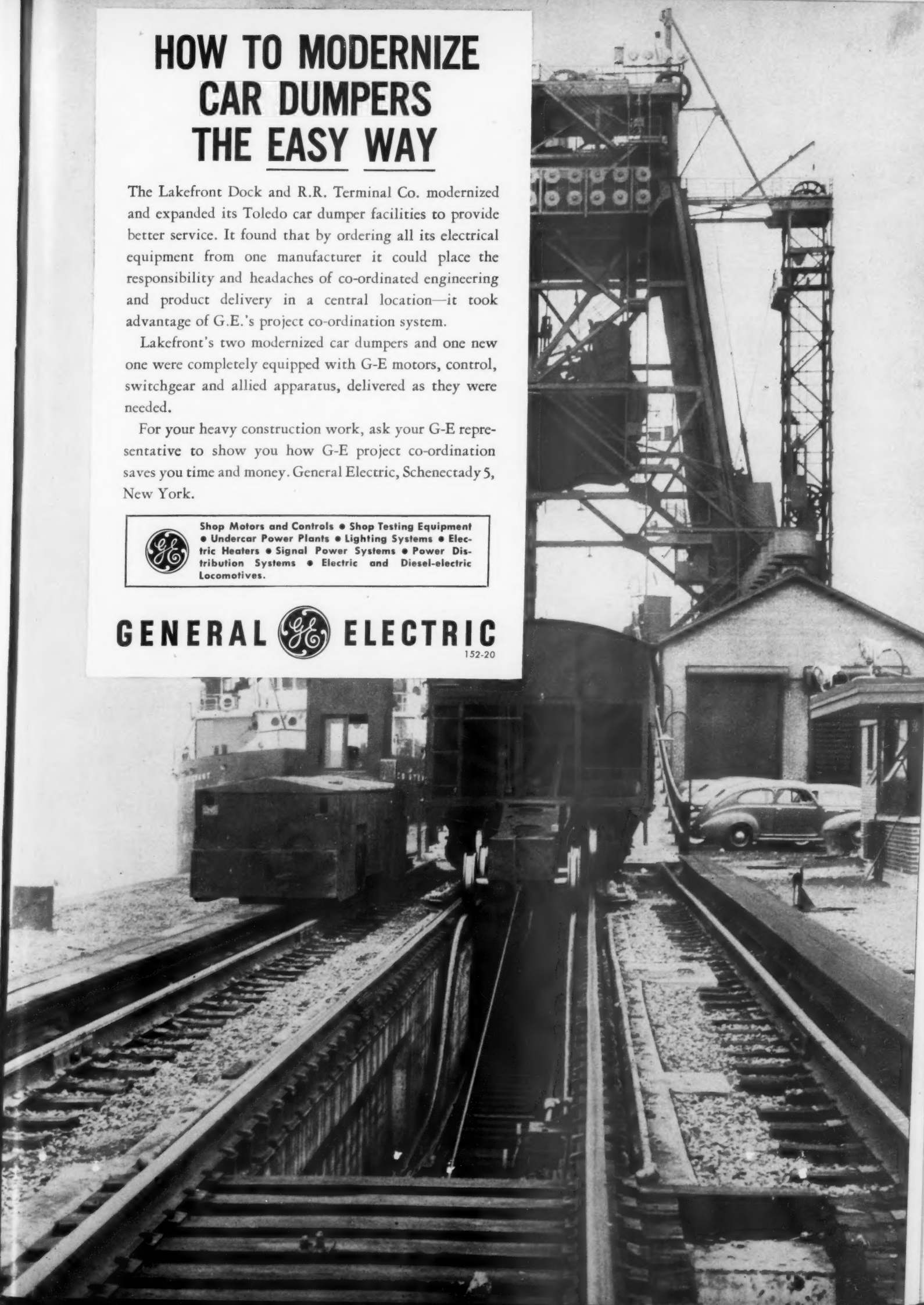
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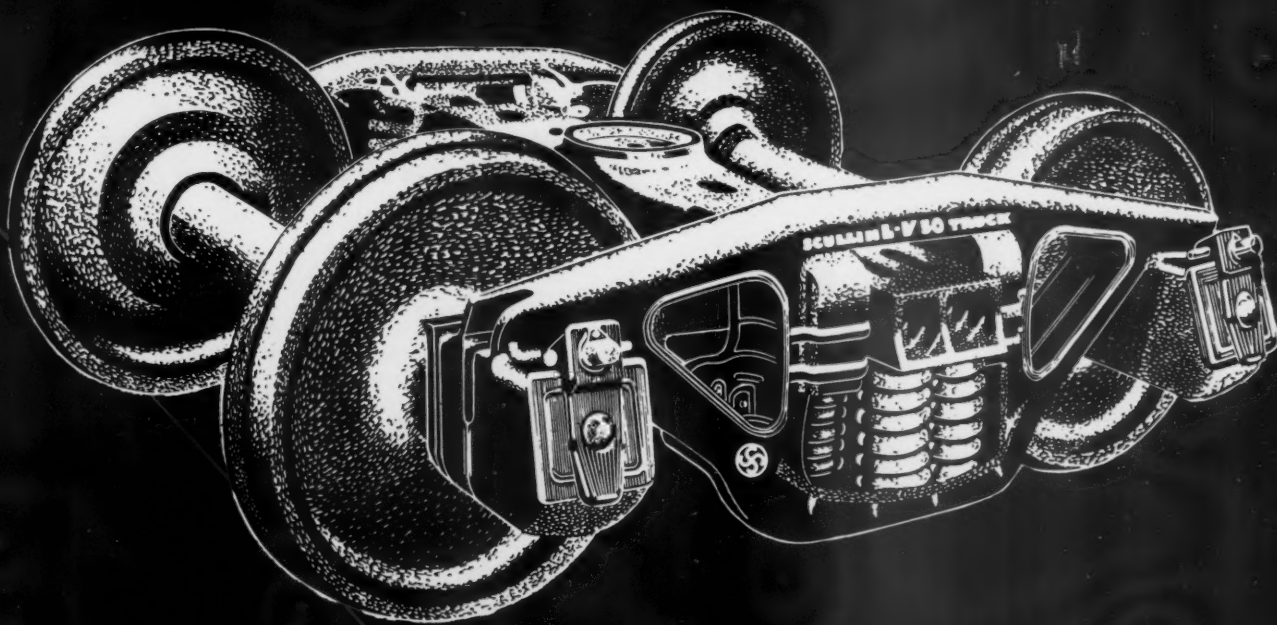
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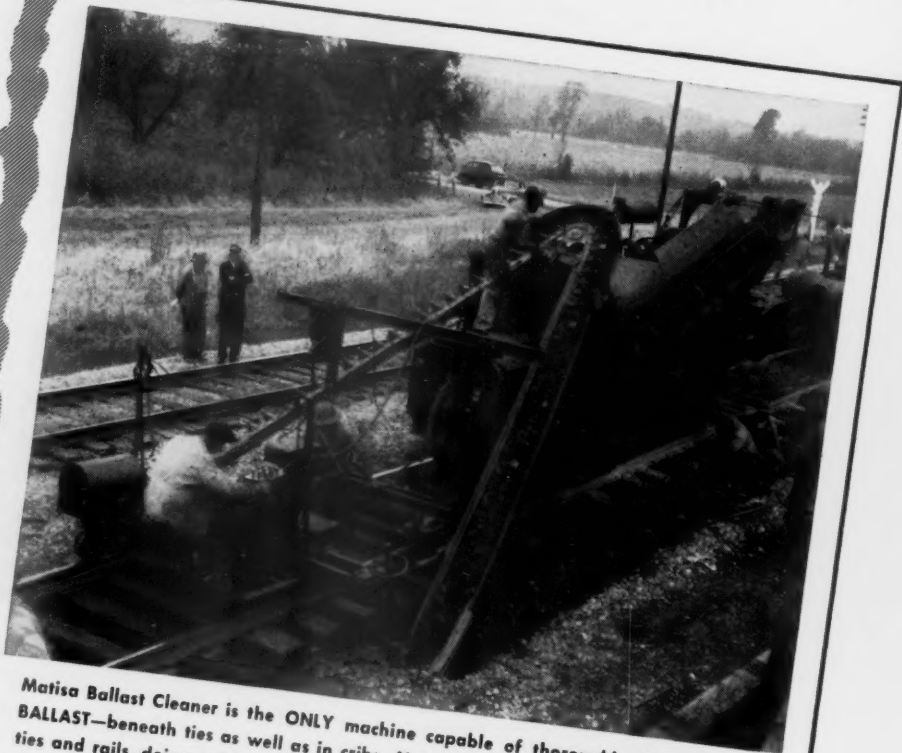


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AFTER *Matisa* CLEANING

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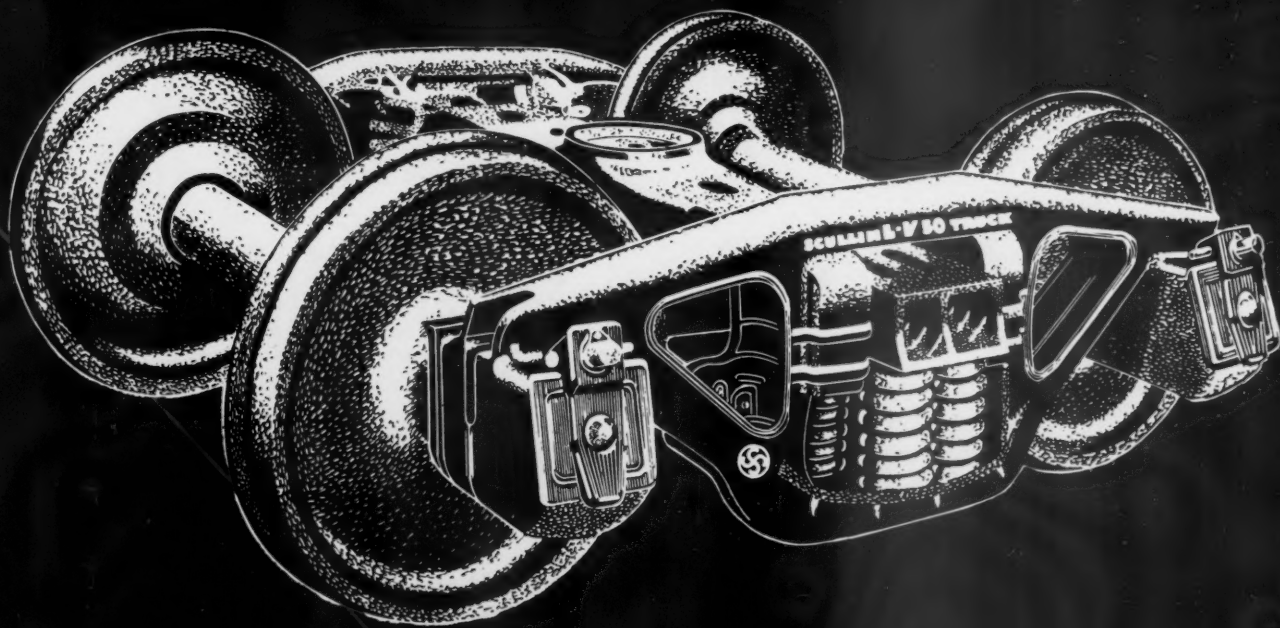
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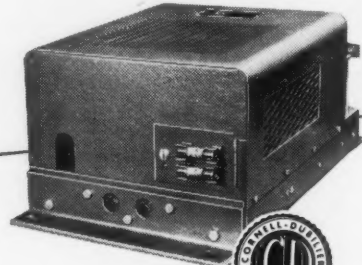
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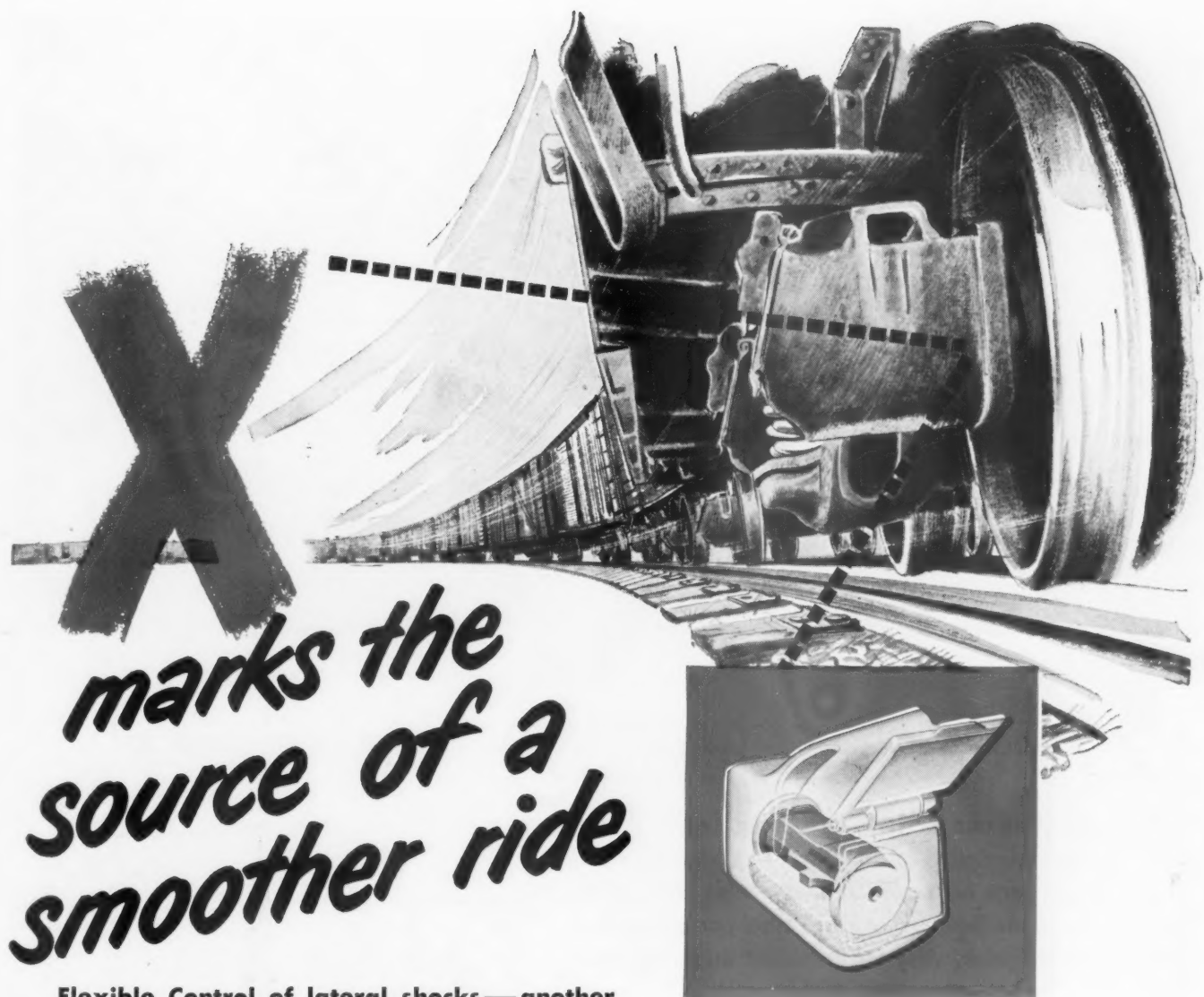


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The efficient, simple design of the Solid Journal Bearing has made unmatched records of dependable service—and low cost service. As a result, they're standard equipment on America's Freight Cars.



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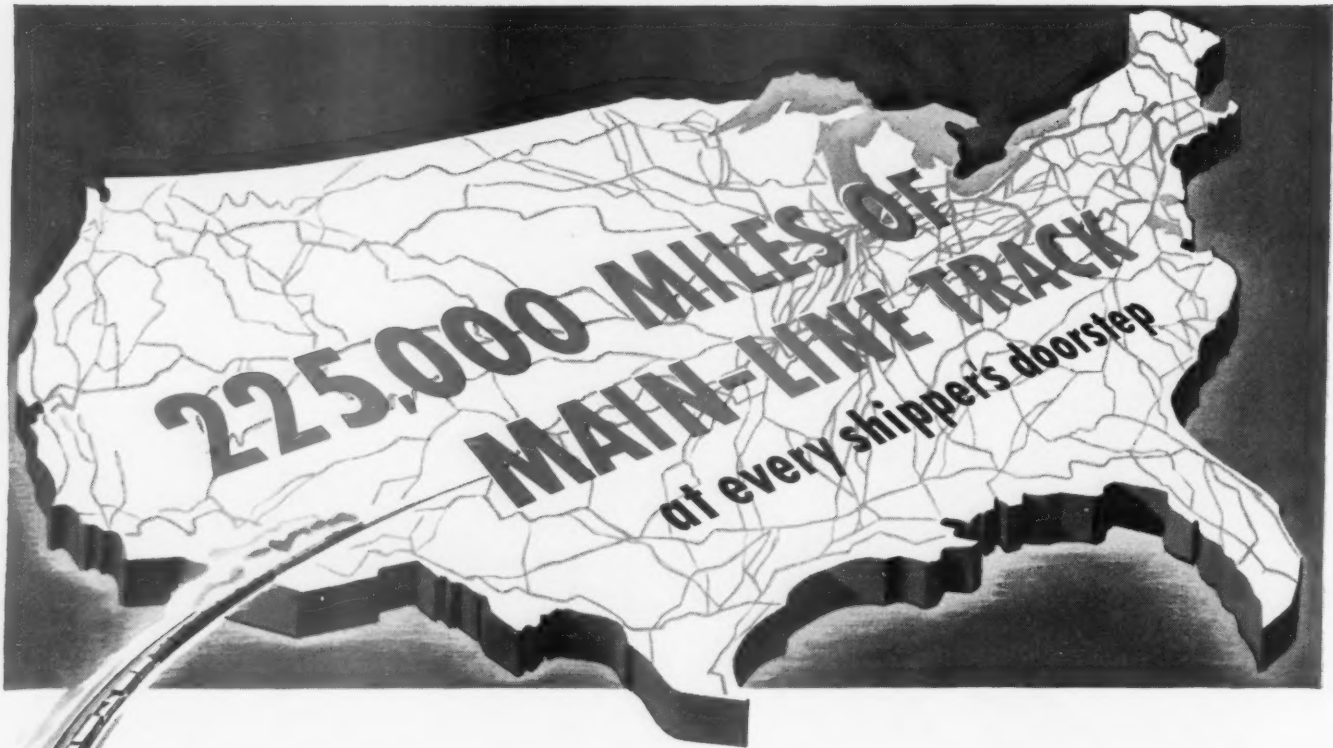
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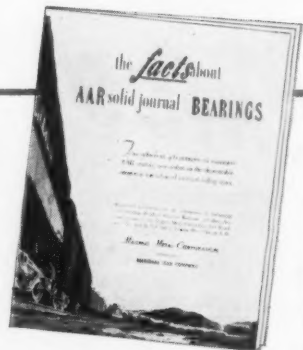


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N.I.T. LEAGUE GETS INTO THE ACT

Against the recommendation of a majority of its officers, the influential National Industrial Traffic League voted, at its spring meeting in Chicago on May 11, to remain an active participant in Ex Parte 175, the national railroad freight rate case now being heard by the Interstate Commerce Commission. The league's position merits, perhaps, greater sympathy than it would have in previous rate advance cases, because many firms currently face the prospect of operating under price ceilings. True, the prices many of them charge for their products have been raised steeply since Korea, while the price of railroad freight transportation has not, except for the 2.4 per cent interim-relief increase approved March 12. But, obviously, shippers who may be prevented from raising prices further take a different view of freight rate increases than they would if they were still operating in a free market.

However understandable the sentiments which underlay the league's decision to "get into the act"—as one member phrased it—its position nevertheless is certainly open to question. This is why its own executive committee recommended that the league get out, and stay out, of Ex Parte 175 altogether.

The rate of return for the railroad industry as a whole is near the bottom of the list of the country's corporate enterprises and no single railroad enjoys net earnings, in relation to plant investment, which would be considered tolerable by most industrial concerns. On the basis solely of those wage boosts to which the

railroads are already committed, there exists a good argument for a rate increase for all the roads.

The revenue needs of the individual lines show a wider disparity today than for a long time past. Rightly or wrongly, shippers again raise the bogey that, if the I.C.C. gives the "poor" roads what they need, it will unduly enrich their better-off relatives. The heated discussion at the May 11 meeting of the league brought out the insoluble conflict which exists as a result. Some large industries in the East, for example, recognize that failure to relieve the demonstrated financial distress of some of the carriers in their territory will imperil their own business. Several of them pointed to the recent drastic curtailment by one large road of its freight car shopping program, notwithstanding the persistence of car shortages on its lines. They are willing to pay more for freight service, if necessary to stave off what some of them described as "impending collapse." But shippers elsewhere object to conceding revenue increases to carriers in their territories which they regard as sufficiently well provided for. There are very few people who will concede to a railroad the right to make money at a rate which is commonplace in other industry.

Some shippers in the East—who, as a result of previous national decisions, have already borne higher percentage increases in rates than have their competitors in other regions—are fearful lest they be further handicapped in geographical location if future rate increases are based solely on the immediate revenue needs of individual

roads; they want the other territories to bear increases too.

It is difficult to see how the league can properly represent sectional interests so obviously at variance. Its members voted that its counsel and special committee would not take a position either as to a uniform nationwide increase or varying increases in the territories. But, at the same time, they voted to instruct counsel "to challenge by cross examination and, if deemed feasible, by general rebuttal evidence, the carriers' claims as to probable revenue deficiencies, to the end of requiring full proof on which the commission can determine the extent of any true need for further net revenues."

How can the league insist upon "full proof" without uncovering the inconvenient fact that some railroads are poorer than others? How can it admonish the I.C.C. to "determine the extent of any true need" without itself getting involved in territorial differences?

Counsel John S. Burchmore interpreted the league's proper and useful functions in a national rate case of this character as:

- (1) an aid to the I.C.C. procedurally,
- (2) an agent to bring to the record all the facts which will improve it,
- (3) a guide to individual members in the presentation of their own cases.

The I.C.C., he asserted, has informed the league that its appearance heretofore has been "helpful."

On this point, G. H. Shafer, general traffic manager of Weyerhaeuser Sales Company and a member of the executive committee, argued that the league faces a dilemma when it tries "to get into the act without taking a position." He admitted that, in previous cases, the league was a useful participant in protecting procedural integrity—as for example in effecting proper disposition of fractions and provision for the absorption of increased switching charges. But thus far in this case, he claimed, no solution had been found to the "difficulty of finding a common ground" upon which the league could represent its members in anything but a vague and unsatisfactory position.

John B. Keeler, of Koppers Company, a past president of the league, in explaining why the executive committee "reluctantly" recommended that the body get out of the case, asserted that it was difficult for the league's counsel to give regard to the record and at the same time ignore evidence placed on that record purporting to show that the revenue needs of certain eastern carriers are greater than those of the railroads as a whole.

Danger in Participation

However the league may hedge its participation in Ex Parte 175 with "don'ts" for its counsel, it will find it difficult to avoid taking a position which will hurt some of its members. The fact is—as Mr. Burchmore told the members—the league has so high a standing that the

I.C.C. automatically gives "definite acceptance" to its views. No matter how softly the league may tread in this case, it cannot help but exert enormous pressure with the big stick with which it is unavoidably endowed. There is danger that its participation may result in accomplishing what many individual members of the league wish to avoid—i.e., starvation of needy carriers to a point where shippers themselves would be adversely affected—by reason of an unduly niggardly decision or increased delay in reaching a decision at all.

Origin of the Paradox

The paradoxical situation in which the league finds itself points up the obsolescence of our regulatory system. At the May 11 meeting, A. M. Ribe, while favoring participation in Ex Parte 175 "as long as the law is as it is," questioned whether the difficulty in which the league finds itself does not arise from the fact that "we still have over-regulation left over from old monopoly days." He urged that consideration be given to changes in the law which would leave control over the general level of rates to the carriers themselves.

The railroads themselves have thus far given no indication that they would like to replace the present pattern of I.C.C. action on national freight rate proposals with independent action by individual roads or by concerted action without the necessity of I.C.C. approval. The canary in the cage forgets what freedom is like. Nevertheless, the fact remains that more freedom to individual roads or groups in meeting rate competition in specific commodities between specific points—such as trainload rates to stave off the construction of pipe lines—would have prevented some of the erosion of traffic and revenues which makes urgent the present national rate plea of the railroads.

The solution of the problem of granting more freedom in railroad rate-making, without at the same time increasing the present chaos of carrier pricing, is a prime job for both the railroads and their customers. Here it would seem the National Industrial Traffic League could "get into the act" with good purpose.

TWO PROBLEMS WHICH ARE ONE

Not long ago a load of barreled pickles was seen in a box car, with nearly every barrel substantially damaged. The chances were small that anything other than rough handling caused this damage, because the car was less than six months old and was equipped with what is generally considered to be a modern, good-riding truck, having long-travel springs; and the lading was well secured.

Rough handling has as its obvious disadvantages the

loss of money from claims and the loss of traffic from dissatisfied patrons, but it is harmful in other ways too. It can encourage some people to think that there is little point in improving the freight-car ride as long as the lading gets banged up from other causes. It can cause others to wonder whether it would not be better to concentrate more on better equipment for securing the lading, and for reducing the effect of impact from slack and switching, than to continue the improvement of such basic components as the trucks.

Efforts toward improving the basic riding quality of freight cars should not be curtailed in any way because of these other considerations, important though they may be. Neither should anything be overlooked which will contribute to the better handling of traffic, whether it be in the form of mechanical devices to reduce shocks, loading arrangements to give better protection to the lading, or means of educating and impressing train crews on the importance of careful handling of trains.

Where, for example, should educational or test work be handled by individual roads, where by collective action, where by the various supply companies? There is no easy answer to these questions, particularly insofar as they are complicated by interchange and the attendant relatively small percentage of time many cars spend on the owner's rails. But, easy or not, there is a definite need to find answers to the many problems of freight handling if traffic is to be held on the rails when competition again becomes as serious as it was before Korea; and if the railroads are to lose less of their income from damage claim payments.

FREIGHT TARIFFS — A PUZZLE IN NEED OF SOLUTION

Shippers show signs of becoming increasingly restive on railroad freight tariff simplification—as is testified by the increasing activity and vigor of the National Industrial Traffic League's committee on freight tariff simplification. Shippers are vitally interested for two reasons:

(1) The increasing complexity of tariffs adds to the cost of, and increases the difficulties of, industrial traffic management.

(2) Complexity is likewise increasing *carrier* freight tariff costs—eventually reflected in freight rates.

The railroads have long been interested in tariff simplification. In recent years simplification and consolidation of local tariffs has been effected by a number of roads and there is now under way a program for consolidating all recent rate increases into the basic tariffs of all the railroads.

But with these accomplishments many shippers are not satisfied. They are pressing for *basic* reform—for revision of basic tariff publication forms and pro-

cedures—which they contend lie at the roots of many of the surface evils. They are of the opinion that most of the improvements actually effected by the railroads are on “fringe” matters which do not reach the core of the problem.

On their part the railroads contend that many of the basic practices of which the shippers complain are made necessary by tariff rules. To which the shippers—several of whom are ex-railroad men with considerable experience in compiling freight tariffs—reply, “Change the rules to eliminate or overcome the objectionable practices.”

A very real and legitimate source of tariff troubles are “Fourth Section” orders of the Interstate Commerce Commission, which frequently involve changes which are so complicated, one experienced tariff man puts it, “as to virtually defy publication in a tariff.” But shippers are quick to point out that the railroads have never seriously approached the commission with practical suggestions for remedying—or at least relieving—these rate order difficulties.

Everyone acquainted with the subject of railroad freight tariff simplification—shippers and railroad men alike—is quick to admit that the subject is exceedingly complex and threaded with many inter-relationships and combinations which would take months, or even years, to examine thoroughly. It may be that the sheer magnitude of the task—especially when considered in connection with the current and pressing mountains of routine tariff matters—is giving railroad tariff men pause and is the root of the often-heard statement that basic reform would take “at least ten years to just get started.” The N. I. T. League's freight traffic simplification committee suggests that the railroads establish a joint tariff research bureau in Chicago, staffed with well-paid, full-time tariff experts, and charged with the problem of untangling the snarled threads leading to basic tariff simplification. These proposals were discussed in an article in the March 5 issue of this paper and are given further airing in an article on page 47 of this issue.

ENLIGHTENED SHIPPERS

“Low railroad earnings are not due to conditions inherent within the industry. They come from a combination of factors; an unsound national transportation policy; the need for a more enlightened public attitude, and a more enlightened attitude on the part of the shippers who tend to take the railroads and railroad service for granted. The time is here when the users of transportation must select the service best suited to their needs when appraised on its merit, and related to its *complete* cost. The seeking of cheap transportation at public expense advances the cause of socialism, for it passes on a part of the transportation cost to the taxpayers.”—Donald V. Fraser, president of the Missouri-Kansas-Texas, before the Emporia (Kans.) Chamber of Commerce.



The telephone is such an important instrument in running a railroad that Mr. Morton uses the Seaboard's P.B.X., the regular Bell commercial line, and the railroad's message line

The superintendent of the Seaboard Air Line's Virginia division, with headquarters at Raleigh, N. C., is C. I. Morton. He is responsible for the operation of some 505 miles of railroad, 257 miles of which is the predominantly single-track north-south main line of the S.A.L., between Richmond, Va., and Hamlet, N. C. Over this segment of the main line of this railroad in the period of 24 hours pass 17 first-class and 10 second-class trains, in addition to extra freights, with the exact number of the latter depending on the amount of business available. The division, including branches, handles 41 scheduled trains of all classes each day. Altogether, some 3,500 employees, ranging from assistant superintendents to gang forces, car knockers, hostlers, clerks and trainmen, call Mr. Morton "the boss." To these employees, in the period of a month, is paid about \$1,130,000, while all operating expenses for the division run to about \$1,600,000. So it's a pretty big job, this being a division superintendent.

Nevertheless, in addition to handling this job, Mr. Morton finds time, among other things, to be a very active president of the American Association of Railroad Superintendents (his term is up this month) and the chairman of the Superintendents' Association of the Norfolk-Portsmouth Gateway, and to hold the chairmanship of the North Carolina Safety Conference, which was held at Winston-Salem on the 17th of last month. All of which would seem to bear out the old saying, "If you want something done, give it to a busy man."

A Superintendent Works Long Hours

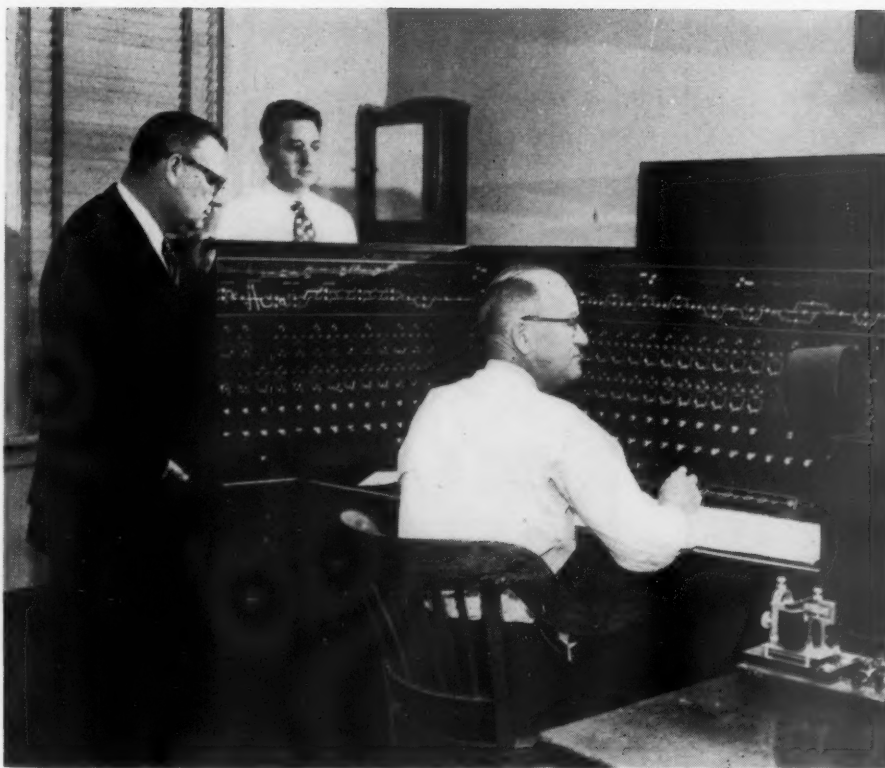
A DAY IN THE LIFE OF CHARLES MORTON

By J. W. MILLIKEN
Associate Editor

Mr. Morton's day is a long one, beginning very early in the morning and, frequently, ending about the time most men are going to bed after a pleasant evening at home. He's up about 6:00 a.m. and calls the night chief dispatcher (whose tour of duty runs until 8:00 a.m.), whether he's on the road or in Raleigh, to see how things are going on his part of the railroad. Shortly after that he's headed for his office, if he's in town. After another little check on the situation, he generally goes down to the passenger station to take a look at the morning passenger trains, three of which hit Raleigh within the 40-minute period from 7:20 a.m. to 8:00 a.m., along with a northbound "hot-shot" freight, No. 82. Then, if he hasn't had his breakfast, he may eat, which is exactly what happened on the morning of the day this *Railway Age* reporter spent with him. After that, as the Seaboard superintendent says, the day begins in earnest.

A "Light" Day

Shortly after we got back to the Seaboard offices, about 8:40 a.m., into the superintendent's office walked the division car distributor, M. C. Capps, and H. A. McAllister, (day) chief dispatcher. Mr. McAllister reported that traffic was going to be a little "light" that day and that all the motive power requirements were nicely in hand at the three larger terminals, Hermitage (Richmond), Raleigh and Hamlet. Furthermore, he said: (1) he had received already the consists of most of the freights coming his way, and (2) the railroad was operating close to the "advertised." Since nothing extra was coming their way, things were in pretty good shape. Mr. Capps reported that the division's car supply was in good shape, for that day at least. Mr. Morton then proceeded to ask Mr. Capps if he had been able to take care of the 64 covered hoppers needed at Hopewell, Va.,



Left—On duty at one of the centralized traffic control boards at division headquarters in Raleigh is dispatcher D. C. Shephard. Mr. Morton looks over the board and the dispatcher's sheet, while R. C. Jones, assistant chief dispatcher, looks on



from the background. Right—Mr. Morton confers on diesel fueling facilities with J. W. Jarrett (left), master mechanic of the road, and V. B. Norman, who is the terminal trainmaster at Raleigh

on that day. The answer was yes, that he had rounded up a bunch of northern road hoppers headed toward home, which would be loaded to their home territory.

After making their reports, Messrs. Capps and McAllister left the office with a "see you later." Mr. Morton said to me, as soon as they had left, "McAllister is in here by 7:30 each morning. The first thing he does is to locate each train and learn what its consist is. Then he gets busy and calls the Hamlet terminal trainmaster so he can make his plans on what we will have to run in the way of trains that day, and assigns power accordingly. Incidentally, while he is talking with Hamlet the terminal trainmaster at Raleigh is listening in so that he may know what's coming to him to be handled. When McAllister has everything straight with Hamlet and Raleigh he calls Hermitage, again with Raleigh listening, to tell that terminal what's coming and to find out from them what they will have southbound. Incidentally, the R.F. & P. is listening in on this one, too, and in all conferences the roundhouse general foremen are included. Roundhouse foremen are included for the obvious reason that they have to have the power ready at the right time, and to check us to see that we don't assign to a run engines or units that are due for inspection. This process, of course, is repeated by each trick chief in his tour of duty."

Changing a Crossover

Mr. Morton had barely finished this explanation of his dispatcher's work when W. C. Moore, assistant division engineer, came in with some plans for changing the location of a crossover in the Sanford passenger station area. With the long trains of today, Mr. Morton explained to me, after introducing Mr. Moore, southbound passenger trains sometimes fouled a crossover in

this area, which meant that occasionally northbound freights were not able to get into the yard. Thus they could lose considerable time. Mr. Moore explained to us that the track forces had wanted to move the crossover even farther south, but that an "only possible entrance" to an industrial track prevented this.

Not at all unhappy about his "situation," Mr. Morton began looking over the reports which he must operate by. One of the first was the "87" report of delays to symbol trains for the previous day. A few minor delays, none of them serious, were all that showed. Then he turned to his budget report or "spread sheet." The figures I saw indicated that as of that date the Virginia division was operating fairly well within its budget, and that its superintendent was handling more cars than he had figured on. Both his train-miles and gross ton-miles were greater than had been anticipated. "It wouldn't take much to put me over," he said with a grin, "and I've got nine days still to go."

Another report at which we looked was a report of freight and passenger crews used during the past 24 hours. This same report shows the assignment of motive power to the various trains, and of power shopped at the various terminals as well as locomotives turned out of the shops during the 24-hour period.

But the division superintendent's sole concern is not car supply and carload business. Mr. Morton proceeded to put in a call for Agent Lewis at Richmond. Messrs. Lewis and Morton, it seemed, had devised a plan to give Petersburg and Lynchburg (on the N. & W.) better l.c.l. service. Formerly, it seemed, the Seaboard's Hamlet transfer loaded a car to Petersburg. That car in addition carried freight for the N. & W. at Lynchburg. The S.A.L. would unload its portion of the car at Petersburg, then the car would be turned over to the N. & W. to take it to Lynchburg. Richmond followed a similar pat-



When No. 80 stalled on the hill. Carrying the white handkerchief (at right) Mr. Morton heads for the rear end as Trainmaster Sammons takes the route over the roofs. When Mr.



Sammons establishes communication with the crew at the rear end, Mr. Morton heads back for the head end, all the time giving the signal to back up

tern in loading freight for Petersburg and Lynchburg. The scheme devised by the S.A.L. men, in which the N. & W. cooperated, was for Hamlet to load Petersburg and Lynchburg freight to Richmond. Mr. Lewis then would have the Hamlet freight combined with what he had on hand and make through cars to Petersburg and Lynchburg. The result has been a day's improvement in the service to Lynchburg. Mr. Morton believes the arrangement is working out very satisfactorily, even though it still is only on an experimental basis.

Shortly thereafter, the Seaboard superintendent was on the phone again, this time talking with a large receiver in Henderson, N. C. This patron had been very unhappy about his L.C.L. service from the West. However, the S.A.L., in conjunction with the Chesapeake & Ohio, had set up a through car from Chicago to Henderson which was giving good service. As a result, the satisfied customer had told all his suppliers in the Chicago area to route their shipments by rail—C. & O. S.A.L.

Everybody Walks In

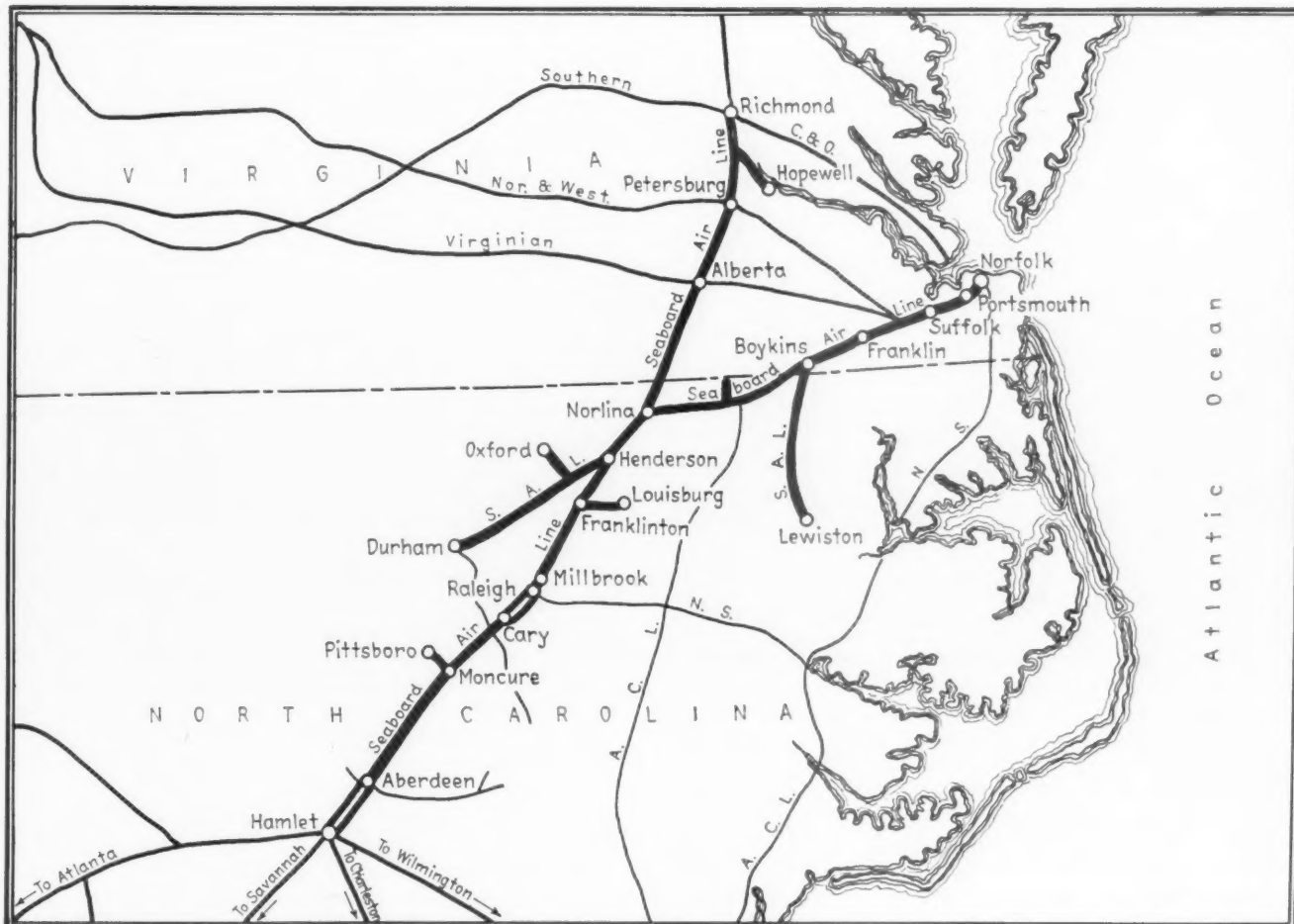
About the time Mr. Morton concluded this call, V. B. Norman, the Seaboard's terminal trainmaster at Raleigh, walked in. (That's just what he did and what everybody does. There are three doors to Morton's office, all of them unlocked.) After introductions had been performed, and a little general talk had gone around, Mr. Norman got down to business. Mainly, he wanted to show "the boss" the detention report on cars placed for industries. "All yards and terminals which serve any industries keep the same sort of report," the superintendent said. "In my trips over the division I look at them all." In reply to a question, Mr. Morton said that the Virginia division had kept arrival and placement reports for years "but this one has the 'release' and 'pulled' time on

it, so that we'll know how well we are complying with the I.C.C. 366 service order. From this report I can note bad performances, and if consistently bad service is being given some receiver, determine the cause and apply any necessary corrective measures. Also, I can tell who is failing to pick up empties."

On the sheet shown him by Mr. Norman, Morton saw no cause for complaint. As a matter of fact, there was one car that had been placed a mere 25 minutes after arrival. "That was a 'hot' car," Mr. Norman said, "and because it was something of an emergency shipment, the receiver asked us to place it as soon as it arrived. We told him we would, and we did." "Yes," said Mr. Morton, "if we promise a customer something, we make good. If we think we can't make good on a request from a shipper or consignee, we tell him so at the time and make no promises. We think that if we can do this we can keep the rails shining. We don't like rust; it means no jobs."

While Mr. Norman still was in the room, the "boss" succeeded in getting in touch with the general yardmaster at Portsmouth. The object of this call was to make sure that some import traffic being originated at Norfolk by the N. & W. would make the N. & W.'s No. 99 from there that night and make a Seaboard connection at Petersburg for Richmond. Mr. Morton wanted to give the customer first morning service to Richmond, and he was assured that the move was being set up that way and that everything would be O.K.

Just after noon, one of the doors of Mr. Morton's office opened and Chief Dispatcher McAllister walked in to tell us that No. 80, a northbound perishable "hot shot," had broken in two because of a pulled drawbar on one car. (This occurred within the Raleigh yard limits but outside the yard proper.) The chief told Mr. Morton he had ordered a yard engine and car repairman to go out after the car. "Bring the head end of the train to the



Double track portions of Mr. Morton's division are shown at double lines. Heavier black lines are the Virginia division of the Seaboard Air Line

yard," Morton said. "Let the yard engine take the car to the freighthouse, and have the load transferred to another car immediately. Then let the same engine go back for the rest of the train if you haven't another one you can spare." "Come on," he said to me, "let's go see what's going on."

When we arrived at the scene, Assistant Superintendent Douglas and several others already were there. It wasn't long before the yard engine arrived, the crippled car was cut off from the rear part of the train, and taken away to be set in on a freighthouse track, where freighthouse forces would transfer the lading to another car. (The load was transferred and the replacement car went out on No. 88 that evening.) The yard engine then came back for the rest of the train and took it to the yard, where the two sections once again were joined.

Then we took time out for a bite of lunch.

After lunch, we went back to the office. Several people came in within the next few moments, including the division auditor, E. H. Purcell, who complimented the superintendent for staying within his budget while handling greater tonnage than had been expected. Another visitor was one of the Virginia division locomotive engineers, who dropped in to report on the progress of the Seaboard's [operating] rules committee, of which he was a member. To him Mr. Morton handed several copies of *Railway Mechanical and Electrical Engineer*. After considerable discussion, the engineman left and Mr. Morton explained that he always did this with the

various industry papers, i.e., gave them to men who showed especial interest in their work.

During all this conversation the telephone had been ringing at frequent intervals. I noticed that Morton himself answered all calls. I asked why he didn't let the chief clerk or his secretary screen the calls. "Now, how many calls have you seen come in that I wouldn't have wanted to handle personally?" he asked. I had to admit that I couldn't remember any. "That's about right," he continued. "Something is important to a man if he takes the trouble to call me, and the least I can do is to consider every call important. I think it's practically an insult to have some secretary come on the phone and ask, 'Who's calling?', generally without even a 'please' thrown in. If I'm here and someone wants me, he gets me. Of course, every once in a while a call is from someone whom I have trouble getting rid of. But really, I've never been sorry that I follow the policy of answering all calls from people who call 'Mr. Morton'."

More Trouble

About 3:00 p.m. word came that No. 8 was in trouble again. After leaving Raleigh, northbound, trains must climb a one per cent grade for about 12 miles. On this hill, at Millbrook, engine failure in one of the three diesel units had forced the train to stop. By the time we reached the scene, Trainmaster J. G. Sammons, Road Foreman of Engines G. B. Riddle and Diesel Supervisor

J. R. Hayes were on the spot. Soon the engine was running again, but the three units could not start the heavy train on the grade. Mr. Morton gave orders to back the train to Crabtree (two miles north of Raleigh), where a relatively level stretch of road would make it possible for No. 80 to get going. However, since the train was in the middle of a long curve in a deep cut, it was impossible for the crew at the rear end to communicate directly with the engineman. Trainmaster Sammons "took to the tops" and the signal was passed to the rear end and the train was backed to Crabtree. No. 80 then had no trouble getting over the hill, and as I was to learn later, had no more trouble the rest of the way to Hermitage yard (Richmond), Va., where most of the consist was delivered to the S.A.L.'s connection.

Back to the office for a moment after that, and then we headed north to see what the railroad looked like up there. As we went through Wake Forest, Youngville, Franklinton, Kirtrell and Gill, Mr. Morton stopped to see what the local situation was, particularly as to car supply. (In this area the chief need is for pulpwood cars.) Everything seemed to be under control, except that at Franklinton we noticed sitting on the siding an empty reefer, only recently out of the shops. Just as we were wondering what was the matter with it, the local switch crew, which works between Raleigh and Henderson, came along, told us it had been set out because of a hot box and they were picking it up to take to Raleigh for repairs.

At Franklinton Mr. Morton also put in a call for the dispatcher, who said that everything was going O.K., with No. 80 really rolling northward. "Give him the break on the close meets," said Morton, "and keep him rolling." "The way he's going now he'll make up some of that lost time," he said to me. (And he did.)

On up the line we went to Henderson. We went out to the north side of town to watch the southbound "Silver Star," one of the Seaboard's crack passenger trains, come through. Since there are speed restrictions through Henderson, the "Star" must slow down as it approaches town. It was a beautiful, clear, starlit evening, and the setting was perfect. Right on the button (6:39 p.m.) she came in, and as she braked on the curve, with sparks flying from her wheels and brake shoes, she was indeed, as Mr. Morton said, "the prettiest sight you've ever seen."

After that we headed for a restaurant. Here we were met by O. C. Bledsoe, one of the Virginia division trainmasters, whose responsibility is the Portsmouth subdivision and the main line between Henderson and Norlina. During, and after, the dinner the talk was railroad, with special emphasis on the Seaboard, until I had to leave at 8:45. Mr. Morton was headed for Durham, about 45 miles away, then back to the office at Raleigh, thence home, provided nothing at the office interfered. (I know

he had a whole stack of letters to sign which had to do with the affairs of the Superintendents' Association.)

Just before we parted, the Seaboard superintendent said, "It's too bad you can't stay with me for a couple of days more. Tomorrow we'd go on up to Richmond, see some more of the railroad and call on a lot of our customers on the way. Then the next day we could go down on the other end, see what it's like down there and visit industries down that way. I try to be out visiting with our customers or at our agencies and yards most of the time. That's the only way we can find what are our patrons' needs, and attempt to satisfy them. Everything we do is done solely to expedite the movement of trains and thereby to keep our customers happy. The customer must always be given the greatest value for his money, for through these monies we are able to operate the railroad."

After I bade Mr. Morton goodbye, Mr. Bledsoe drove me to a nearby town where I could catch a train for another southern city. During the drive he said, "You know, the boss is right. He makes all of us trainmasters get out and see the people in our territories. [There are five trainmasters on the Virginia division, plus three terminal trainmasters and an assistant terminal trainmaster.] We've got to know their problems and help the patron overcome them. It pays dividends because, for example, in the present car shortage we have gotten a lot of cooperation from them by explaining honestly the whys and wherefores."

A "Hot" Division

Mr. Morton's division is regarded as a "hot" one. Remembering that the Virginia division of the Seaboard is single-track, with a heavy volume of traffic, it's easy to see why. Since most of the business is highly competitive, not only with trucks on good highways but with other railroads, it's necessary to be alert at all times, for anything. In Mr. Morton's own words, "being a superintendent is a 24-hour a day job."

One of the things that makes it possible for a Seaboard superintendent to do his job, on what Mr. Morton calls "the finest railroad in the United States," is that he is given both responsibility and authority. He operates his division as he feels proper, within the broad outlines of overall company policy. The management not only gives him responsibility and authority, but lets him know "everything" that's going on at all times. (Morton feels that management must do this if it expects the superintendent to be of any value in dealing with the employees and the public.) "But," he says, "if we are to give service, we must not forget the employees, who do the big job." And since he has "the finest bunch of employees," it's no wonder his division functions so well.

"A GRAVE MISTAKE"

"During recent years, the railroads have been carrying a very heavy volume of traffic. In that department, business has been good. But the traffic experience has not been reflected in railroad earnings . . . It is said that the fundamental cause of this unsatisfactory condition is the unfair competitive situation . . . It is suggested that if the railways are given equality of treatment, it would then be up to each form of transportation to demonstrate its ability to survive under our system of free enterprise.

"It would be a grave mistake to regard this as a problem which is of interest only to the workers, managers and owners of the railroad industry. It is, to the contrary,

a problem which has an even greater bearing on the welfare and strength of the whole nation—agriculture and industry, labor and consumer, and, of great importance now, our military security. Without depreciating the work done by any other commercial carrier, the fact remains that only the railroads can handle the big jobs—the movement of basic heavy freight, the thousand and one things which supply and support the country. The railroads must now carry on an extensive improvement and expansion program. And if that is to be accomplished at top speed and with maximum efficiency, the lines must be financially strong.

"All the rails ask is that they not be discriminated against."—*Industrial News Review*, Portland, Ore.



The key to Red Ball's fast service is the Santa Fe's nationwide communications network which is centered in this telegraph office in the general office building in Topeka, Kan. Incoming messages are received on the banks of machines in the foreground. Incoming messages for relay are received on perforated tape on the machines on the shelf

against the windows. Relay transmitters are beneath the shelf. The pneumatic message tubes in the back corner reach all important offices in the building. Most messages for the Red Ball office are relayed through the tape perforators and transmitters, directly to receiving machines in the Red Ball office

RED BALL FREIGHT INFORMATION SERVICE

How the Santa Fe reports the progress of freight cars in transit

The Atchison, Topeka & Santa Fe doesn't wait for consignees and shippers to call up and ask "Where is my car of freight?" It tells them before they have time to ask—by means of its exclusive Red Ball Information Service which tells where cars are at all times, 24 hours a day. This service, which has been in existence for many years and is constantly being improved, possesses a number of unusual features. Its reports are fast. Railroad and shipper traffic offices, often thousands of miles away, receive reports of movements within an hour or two of the time they actually occur. In-transit delays due to mechanical failures are reported with equal speed, giving the cause and place, and are followed by reports giving the time and train when the movement actually is resumed.

The service is so fast that frequently the first news a consignee gets that his shipment has started from point of origin is from the Santa Fe reporting receipt of the car for movement.

Joint Operating-Traffic Project

Almost as important as its speed is the inclusive nature of this service. It is supplied automatically, without request, to consignees of all traffic customarily accorded the information service. Consignors, who normally are not interested in shipments once they have left their plant, may, however, receive the same service upon special request.

Red Ball service is actually produced by close cooperation between the operating and traffic departments, and

is made possible by the Santa Fe's nationwide communications network. The operating department assembles routine receipt, passing and delivery reports—reports customary on many railroads—which it transmits by teletypewriter or telegraph to the Red Ball Information Service Office. This comes under the direct jurisdiction of the car accountant at Topeka, Kan., the hub of the system's communications network. Here the information is correlated and forwarded to the 63 district traffic offices for reporting to consignees.

An interesting feature of Red Ball is the treatment accorded bad-order cars. All cars so delayed must be reported *at once* by the local agent at point of delay to the Red Ball office, giving the time, place, reason, and probable duration of the delay. This information is then relayed to the traffic office nearest the destination, for prompt transmission to the consignee. At the same time, the Red Ball office sets in motion a "police action" on the delayed cars. The Santa Fe requires that (1) all such delayed "Red Ball" equipment be returned to movement within 24 hours, or (2) a report be rendered explaining "why not," plus an estimate of the further delay involved. When the "bad orders" have not returned to movement within the prescribed time limit, the Red Ball office immediately checks into the situation and endeavors to secure movement. If this fails, the information is transmitted to the division superintendent, with a copy to the general superintendent of transportation, for action. As a result of this long-standing policy, delays are held to a minimum and local forces are on their toes and make unusual efforts to move cars

Operating division
Train no. and date symbol
No. of station from which report is taken
Direction of travel
Date
THREE page no.

1991 APR 14 PM 5 51

To: DOLAN TOPEKA EMPORIA WELLINGTON (WEST)
 EASTERN 2919 W D SMITH 456
 2ND DIST (4 14 51)

Engine no.	Conductor	Net tons	Destination
EW2992 OSL 189790 B WHEELS	14 456	31 8	LOS ANG
STOP SAN FRAN			
EW2989 NYC 162562 B BATTERIES	14 456	33 9	SAN FRAN
DANGEROUS			
EW2996 SP 82161 B CASKS	14 456	32 9	FORT BRAGG CALIF
ATSF NWP			
AY1993 CBQ 33803 B FURN	14 456	32 7	LOS ANG FWD
WESTERN TRANSP CO STOP SAN FRAN SAME-CHGO FURN NWDG	14 456	38 15	LOS ANG FWD
EW3059 IC 29987 B MDSE	14 456	37 15	" "
REPUBLIC CL DIST STOP OAKLAND DANGEROUS			
EW3058 NP 29425 B MDSE	14 456	38 15	" "
SAME STOP OAKLAND			
EW3056 SOU 330386 B MDSE	14 456	38 15	" "
SAME STOP SAN FRAN			
EW3054 NH 31901 B MDSE	14 456	36 35	SAN FRAN
SAME STOP OAKLAND			
EW3045 AT 138136 B COMPS	14 456	34 5	" "
DELAYED CAR			
AY1766 RD 9368 R MDSE	14 456	34 5	" "
WESTERN CL SAM E TURNER TER CO A QF 15 DELAYED CAR	14 456	38 13	LOS ANG
AY2008 (AT 68416) (S) (HOGS)	14 456	38 13	LOS ANG
COAST PKG COAH L SPARKS CO BUSHNELL TLL IN 320PM 12 WELD DRENCH ENROUTE			
WHEN NECY SHIPPER REQUESTS 300 CORN FED EACH DECK AT FEEDING POINTS			
31 CARS 3480 TONS			
OK548PM			
END			

Red Ball Symbol No. and no.
Car initial
Type Lading
Departure Date

A copy of every wheel report automatically goes to the Red Ball office, where each car is separated according to point of destination. Then the information concerning that car is wired to the proper district traffic office. This page, taken from a routine wheel report prepared by Argentine Yard (Kansas City), shows the type of information normally included. Note particularly the return to movement of a delayed car (AY1766), and special feeding and drenching instructions for a shipment of hogs (AY2008)

promptly. When delayed cars are returned to service, the Red Ball office is informed of the time, place, and train in which the car resumed movement.

The core of Red Ball service is the Santa Fe's system of gathering telegraphic reports of all cars received for movement, train consists, and lading in each car, together with telegraphic reports of all cars added or dropped at intermediate stations. To consist information normally assembled by most railroads, the Santa Fe has added the name and address of the consignee and shipper. All of this information is sent by teletypewriter or telegraph; none of it is mailed.

The Santa Fe maintains 61 district traffic offices in the United States and two in Mexico. Of these 63 offices, 58 are linked directly with the Red Ball information office in Topeka by teletypewriter. The other five are indirectly linked by telephone or telegraph through intermediate offices. Teletypewriter service is on a 24-hour basis in all offices; information can be forwarded to each office as soon as it is received in Topeka.

The Red Ball Information Service takes incoming reports on all cars and segregates them according to the address of the consignees. This determines which traffic office should be advised, because the consignee is actually notified by the local traffic office in his district. The information is then transmitted to the proper district offices by teletypewriter. Information is sent as rapidly as it is received; material is not accumulated for "batch transmission."

Reports from Start to Finish

Reports to consignees start when the Santa Fe first receives a car for movement—either from a shipper or from a connecting railroad. The first report tells where and when the car was received. It may also note the train in which it was forwarded, and the actual time that train departed. If, however, the car has to be moved a considerable distance to a central yard for forwarding in a manifest freight train, that information is sent separately.

Once the car is in main-line, road-haul movement, passing reports—accurate down to the last minute—are made as the train passes selected check points. Arrivals and departures in yards where cars are to be rerouted are also reported. The final warning that the car is coming is the "passing report" from the nearest check point. No delivery report is made on cars delivered to Santa Fe sidings. But if the car is being delivered to another road for further movement, the consignee is advised exactly when and where the Santa Fe released the car to the connecting carrier.

At the district traffic offices, the telegraphic printer is in service 24 hours a day. Reports come in continuously whether the office is open or closed. Each office notifies consignees as the reports come in. Reports accumulated while the office is closed are handled immediately upon opening. Consignees are usually notified by mail, but if circumstances warrant or the consignee has so requested, he is notified by phone. Depending upon the size of the office, one or more clerks handle this notification as an integral part of the job.

The automatic, "positive" nature of this service forestalls a substantial number of tracing requests. For such tracers as are received, the district traffic office often finds the answer from information on hand. As a result, few tracing requests need be forwarded beyond that office.

One of the valuable features of the Santa Fe's Red Ball Service is that it keeps the consignee (or the shipper) supplied with information which enables him to decide when and where to divert his car. When diversion is completed, the new consignee immediately begins to receive the passing record reports of the car and continues to receive them as long as it is on Santa Fe lines. This diversion privilege is used most often by shippers of perishables.

"Red Ball" Service is accorded to freight on which prompt movement is important. Through its years of experience, the Santa Fe has developed definite standards for determining what freight will and what will not be accorded Red Ball Service. In all cases, the ser-

A "23 report" is forwarded from originating stations where wheel reports are not normally prepared, and includes complete information on cars forwarded. This "23 Report" shows cars forwarded from Medicine Lodge, Kan. (ML) on train 70-B at 7:30 p.m., May 2. (7:30 p.m. is the time the train actually left.) All trains are given a date symbol corresponding to the day of the month the train left its point of origin. This is a peculiarity of trans-continental railroading, where as many as a dozen or more trains on the road at the same time may bear the same number. Thus 70-A is the train which left Englewood, Kan., for Attica and Wellington on the first day of the month, 70-B the train that left on the second day

23RP

MED LODGE 2 3P

48WG GO DOLAN TOPEKA

70 B 730PM 2

ML 12 DRGW 61417 PLASTER WEST PALM BEACH TERMINAL CO WEST

PALM BEACH FLA CHERRYVALE SLSF ACL FEC NATL GYPSUM CO 2

ML 13 CEI 4071 PLASTER RAY SHARP BLDG MTL CO EAST LONG BEACH

CALIF LA PE NATL GYPSUM CO 2

ML 14 MP 31624 CEMENT BEAUTEX PLASTER MFG CO LEBANON PA

LOMAX TPW PRR NATL GYPSUM CO 2

ML 15 MP 46221 CEMENT U S GYPSUM CO JACKSONVILLE FLA CHERRYVALE

END

1951 MAY 2 PM 3 22

At right are messages sent to H. A. Taylor, division freight agent at Chicago, by the Red Ball office and illustrate the type of material supplied the district traffic offices. The first message shows cars destined for the Chicago territory forwarded from Cushing, Okla., (CG) on train 78, April 11. The second message reports that car CG-1200 was set out at Arkansas City at 3:40 a.m., "bad order." The third message reports its return to service at 10:45 p.m. on train 40-J same day, and the last message its delivery to the New York Central at Streator

vice is extended only to freight moving between points beyond a single operating division. Actual determination, of course, varies with time and circumstances.

The Red Ball Service had its beginning more than 35 years ago—before World War I. It was then the practice on many railroads to move freight from division to division. This involved one or more classifications on each division. As a result, to move a carload of freight from, say, Chicago to San Francisco might take as long as three or four weeks. In addition, cars set out for mechanical failures, or which were wrongly classified, could quickly and easily become "lost."

In a move designed to expedite the movement of its long-distance, through freight, the Santa Fe adopted a system of symboling cars by point of origin and destination and giving them a "red ball" classification to expedite movement through divisional yards. The name stems from the practice of stamping a red ball on all "symbolized" freight waybills to facilitate separating them for preferred attention. This system was steadily improved through the years until eventually all Red Ball freight was being regularly reported to the general office in Topeka as a method of policing the through movement. Ultimately, of course, the present-day method of blocking trains did away with much of the original purpose of symboling Red Ball freight. But the reporting of through freight has been continued and constantly expanded and improved, resulting in the thoroughly modern service offered to shippers today.

TX
TOPEKA 11 1201A
31 TAYLOR CHGO
CG 78 825P 10
CG 1200 02EX 270 T NAPH 10 BIG BEN PETRO PROD CO CHGO
STREATOR NYC BIG BEN PETRO PROD 9
CG 1201 02EX 286 T NAPH 10 BIG BEN PETRO PROD CO CHGO
STREATOR NYC BIG BEN PETRO PROD
CG 1216 UTLX 1789 T R OIL 10 MAGIE BEOS CHGO ILL EC CND MAGIE
BEOS
CG 1221 UTLX 2341S T F OIL 10 W S STEEL CO SOU CHGO ILL
LJE GLOBE OIL & REFG CO
DOLAN

TX
TOPEKA 11 1008A
148 TAYLOR CHICAGO
CG 1200 02EX 270 ARK CITY 340A 11 30 TON BIG BEN PETRO PROD CO
From H. A. Taylor
Re Ke 1 box 4 255 4/12

TX
TOPEKA 12 346A
AT TAYLOR CHICAGO
CG 1200 02EX 270 BIG BEN PETRO PROD CO 30 ARK CITY FVS 40 J 3045P
11
DOLAN

TX CO 4 13 51
TAYLOR CHICAGO
TO NYC STREATOR 1150a 13 02EX 270
dolan 645p
cv



Left—Looking eastward from the icing platform at Wayneport. Some of the facilities for cooling and watering steam locomotives are visible. Locomotives are serviced while cars



are being iced, without the necessity of cutting off the engine. Right—Crushed ice goes into the bunker of a reefer. Forty cars can be iced in 26 minutes

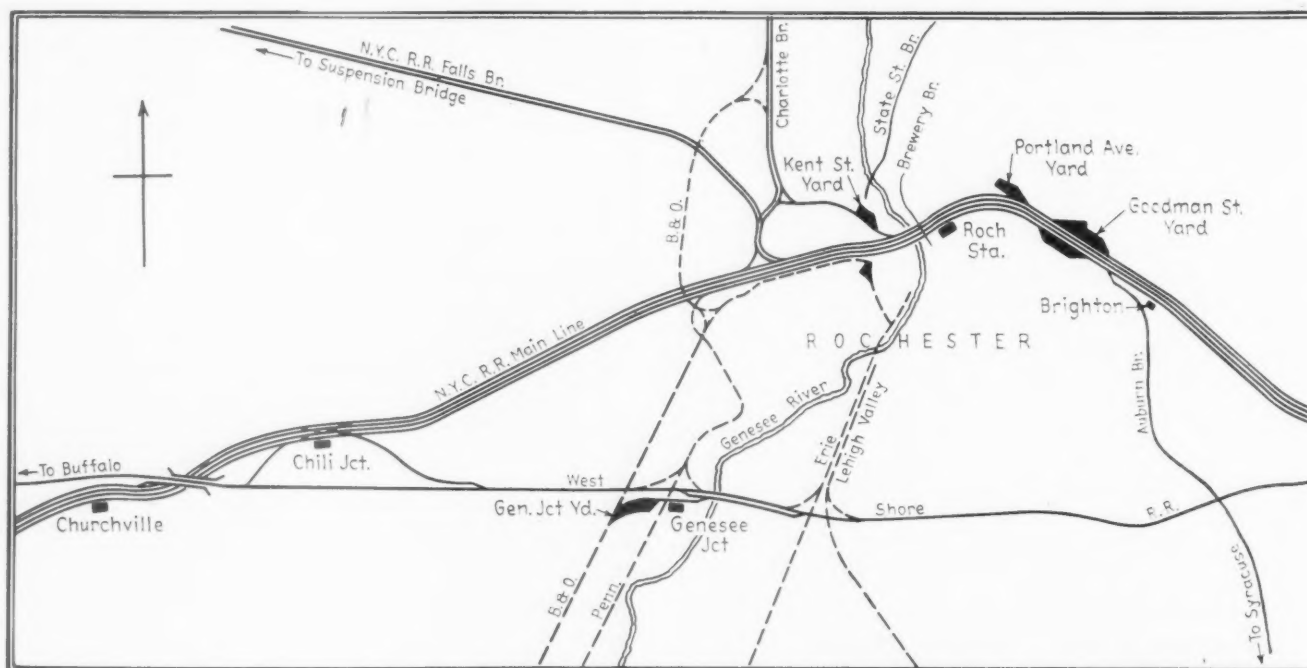
Eastbound Freight Moves Faster Now

On the New York Central

New icing plant, high-speed crossovers, Teletype, improvements on West Shore, including automatic block signals, combined to cut time for solid-train runs from the West to Syracuse and East

Reductions in over-the-road time of freight trains running from Buffalo, N. Y., to points east of Syracuse have been made by the New York Central, as a result of the building of a modern bunker icing station at Wayneport, N. Y., plus track and signaling construction which makes the former West Shore road, between Chili Junction and Wayneport, a third high-speed eastbound track.

The new icing station at Wayneport, at which 80 cars may be iced simultaneously (40 cars on each of two tracks), has eliminated the need for icing cars at the



N.Y.C. main tracks on the Syracuse division are



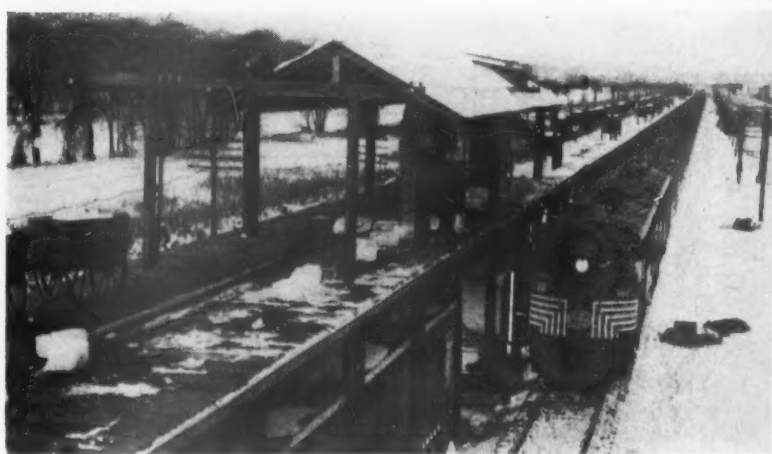
Left—Salt is added, according to the percentage specified. Salt bins are visible on the under side of the platforms. Right—A piece of chunk ice goes into the bunker. Link Belt



conveyor which carries ice from one end of platform to the other is visible in right foreground. Conveyor speed is 160 f.p.m., and its length is 2,200 ft.

Niagara frontier (i.e., East Buffalo, Gardenville yards or Suspension Bridge), thus avoiding many chances for delay. The track and signaling changes on the N.Y.C. main line and at the connections between the main line and the West Shore (at Chili and Wayneport) make it possible for trains destined for Syracuse or beyond to by-pass the crowded Rochester switching district. This further reduces the possibility of delay. Moreover, all these changes make it unnecessary to ice cars destined to points east of Albany, at Selkirk yard (Albany). Since few trains are made up solid of perishables, other cars in the train also gain time from these improvements.

Prior to these changes, which were climaxed by the opening of the Wayneport icing plant on December 1, 1950, perishable freight eastbound always was iced at the Niagara frontier and again at Selkirk if it was destined to New York or other points east of Albany. Especially at Buffalo (Gardenville and East Buffalo yards),

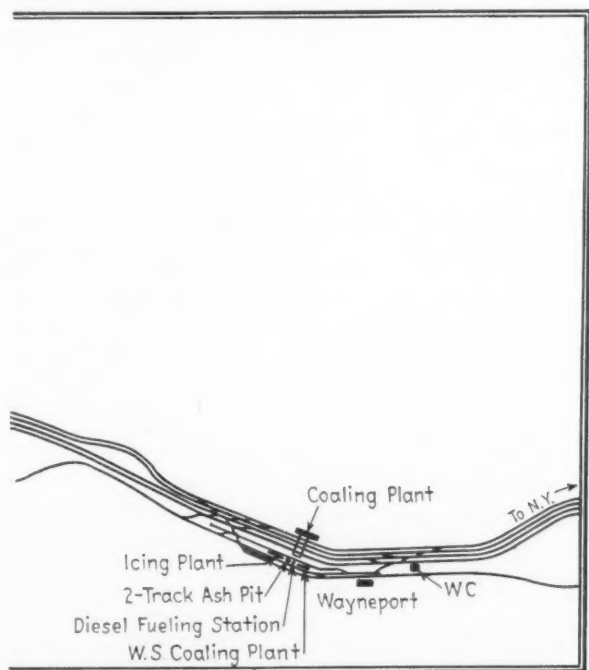


An eastbound train pulls in along the north icing track. Roof covers ice crusher, with another in the distant background. Loudspeakers of public address system, used in issuing directions from the foreman's office, are placed above frames used for wire supports

trains having cars requiring icing frequently were subject to detention. Delays were occasioned by the limited capacity of the icing facilities and by other operating complications which sometimes made trains with "icers" subject to extra delays. (If trains from west of Buffalo hauling "icers" were running close together, they had to be alternated between East Buffalo and Gardenville, while the construction of the yards at these places made necessary considerable doubling of the trains.)

Teletype Is Employed

Now cars scheduled for icing are placed on the head end of the train, generally within the first 40 cars. Then as the train leaves the frontier the refrigerator car consist is Teletyped ahead to Wayneport, with icers indicated, as well as the type of icing need, i.e., chunk, crushed, etc. (No top icing is done at Wayneport. Cars which must be top iced are serviced at the frontier.) As trains leave the frontier, waybills, instead of being in the caboose, are on the head end, so that as the train comes into the icing plant, the head brakeman gives them to icing plant forces. Bills then go to the office from which instructions are given as to the amount of ice and salt necessary for each car. These instructions are issued from Teletype. After bills are received, any changes or corrections are



numbered, from north to south, in this order: 4; 3; 1; 2



Teletype machines receive refrigerator consist when trains leave Buffalo or Suspension Bridge



After way bills are stamped they are microfilmed and then turned back to train crew

broadcast over loud speaker. Then the bills are stamped "credit" or "advance" and microfilmed, before the icing plant people make out their register. As soon as bills are filmed they are turned back to the train crew. (Having bills on the head end of the train eliminates the conductor's long walk from the caboose to the icing platform, reducing delays in the icing procedure.) Forty cars have been iced in as little as 26 minutes at Wayneport, although the time required necessarily is subject to variation, depending on the amount of ice the cars are due to receive.

Once cars are iced at Wayneport, with engines also having been serviced at the same time, the trains are set to continue east.

The icing plant is only one feature which is speeding the eastbound movement of perishable and other freight

9 BO
TO WN
FEB 15TH
TRAIN NY-4 SLD-6
ENGINE 2786
CALLED FOR 430P
TOTAL CARS 91
TOTAL ICERS 8

1	NX 2830	5
3	PFE 60254	BLANK
4	URT 5261	5
5	GARX 1128	5
6	PFE 48377	30
7	SNX 1608	5
8	GARX 1145	5
9	DREX 75685	10
10	RL 5748	DN
12	SRL 3879	DN
13	ARL 11185	DN
14	WFEX 63438	BLANK
15	PFE 42741	DN

Teletyped report indicates by code the type of ice to go into bunkers of cars, also position of cars in train (see left column)

through the Rochester district. Just west of Churchville (and off the map), for example, high-speed crossovers (45 m.p.h.) from Track 4 to Track 2 make it possible for steam-powered freights to cross over and pick up water on the run from the track pans at that place. Formerly enginemen with steam power frequently would stop at Batavia, still farther west of Rochester, rather than take a chance of running dry before reaching Wayneport or one of the Rochester yards. Once trains reached Chili, where connections to the West Shore were provided, a slowdown to 30 m.p.h. was necessary for the connection. Under the circumstances, this was no particular drawback because the West Shore was a 35 m.p.h. railroad. Now provided with double-approach automatic block signaling, the West Shore is a 60 m.p.h. railroad from Chili to Wayneport. With this increased speed possible over the West Shore, the importance of the 45 m.p.h. crossover from the main line to the West Shore is readily apparent. Trains running east from the frontier on Track No. 4 also can cross to Track No. 2 at Chili on No. 18 (30 m.p.h.) crossovers. From No. 2 main to the West Shore the connection is a 45 m.p.h. turnout. Work under way will permit making the West Shore, in a few months, a 60-m.p.h. railroad all the way to Syracuse, a distance of 63 miles.

Delay Minimized

Before these changes were made, trains running on the West Shore between Chili and Wayneport were subject to another delay, besides the speed restrictions. At Genesee Junction yard the connection from the West Shore main line to the yard was a direct one. That meant that the main line sometimes was blocked. Now the entrance to the yard is from a 7,800-ft. siding running from Genesee Jct. eastward. Thus another chance for delay has been minimized.

Freight Tariffs Can And Must Be Simplified

By J. R. STALEY
Vice-President
Quaker Oats Company

Something new: easy, speedy, accurate rate checking together with appreciably reduced tariff compilation, printing and mailing costs—all can be realized from a common sense redesign of freight tariffs on an orderly and simplified basis.

The wording of the Interstate Commerce Act is quite remarkable when it comes to the form which tariffs should take. Part 1, Section 6, Paragraph 3, reads in part (*italics supplied*):

"The commission is hereby authorized to make suitable rules and regulations for the *simplification* of schedules of rates, fares, charges, and classifications and to permit in such rules and regulations the filing of an amendment of or change in any rate, fare, charge or classification, not inconsistent with the public interest."

Stated simply, the act obviously recognizes the desirability of, and in effect encourages tariff simplification.

Everybody's Headache

There seems to be an implied belief that the matter of freight tariffs is of concern chiefly to railroad traffic departments, and perhaps to the Interstate Commerce Commission. Not so; large forces of railroad accounting and operating department personnel are affected. But above all, the shippers of this country who pay the freight bills are pressing for improvements in the tariff publication field, and they may be expected to be unremitting in their demands until relief is forthcoming. The National Industrial Traffic League has a committee, enthusiastically supported by league members, charged with getting action; they are confident of cooperation from the carriers. (See "Research will Improve Freight Tariffs" in *Railway Age* March 5, page 44.)

There are many things about tariffs that should be and can be corrected, often easily. Much good could be accomplished in a short time. The making of tariffs has grown like Topsy. It is a conglomeration of tradition and ritual. Dozens of simplifications suggest themselves.

Suppose, for example, the operating department of a railroad decided to put 25 different identifying numbers on a box car. There'd be an uproar about that. But the carriers' traffic departments are doing something equally absurd—they hand operating department agents and freight house clerks freight tariffs literally covered with identifying numbers. If any one asks "Why?", they are told the "rules" require it.

The solution is simple: change the rules. Many tariffs show dozens of assorted identifying numbers, and an humble freight tariff may carry more titles than His Majesty, the King of England, Scotland, Wales, etc., etc.

Many tariffs resemble overgrown gardens. Grub out the underbrush, weeds, parasite vines and snakes, and within a while a thing of beauty may emerge. No one

Before joining the Quaker Oats Company, Mr. Staley was the general freight traffic manager of the Missouri Pacific. His railroad background includes considerable experience in quoting freight rates and compiling freight traffic



can make a formal garden if the land is cluttered with wild and neglected growths and trash.

Take another example—the manner in which the lists of participating carriers and concurrences are shown. If ever there was a waste of time and printing, this is it. The "theory" of concurrences should be re-examined, overhauled and streamlined. Shippers and receivers of freight, freight agents and auditors, quotation clerks and rate clerks generally are not interested in knowing the concurrence number of a participating carrier. The omission of this non-essential would save thousands of dollars a year in printing costs alone.

Don't Blame Tariff Rules

It has been repeatedly claimed that much of the complexity in tariffs results from Interstate Commerce Commission Tariff Rules. This contention should be examined. When the question is asked, "What rule or rules are causing this confusion?", there is no answer. To facilitate or simplify publications, the commission grants relief from its rules in thousands of instances every year. Nevertheless, if there are requirements in the rules that are burdensome or oppressive, orderly representations to the commission should affect a correction. The carriers will find the shippers supporting them before the commission.

Commissioner J. Haden Alldredge, who has supervision over the I.C.C.'s Section of Tariffs, has invited the carriers to bring in their problems. In recent letters to the chairmen of the three traffic territories, he has told them the Commission expects some genuinely constructive action towards cleaning up the tariff situation, and that the commission will gladly assist in this program.

Much has been said about the complex "Fourth Section Orders." There is room for improvement here. In the February issue of the I.C.C. Practitioners' Journal there is an interesting article on the administration of the Fourth Section of the I.C.C., honestly and competently written. It describes principles developed by the commission for the administration of this section of the act, and cites numerous cases where these principles have been applied. To a layman and a shipper it appears there has been too much refinement in administration. Many tariffs which once were simple, or comparatively so, have been sadly changed by orders which, in the majority of cases, were neither asked for nor desired by carriers or shippers.

Here again the problem is not without solution. Competent and experienced men should examine the subject, demonstrate the undesirable results of such orders

Subject, except as otherwise provided herein, to Tariff of Increased Rates and Charges No. X-168-A, Agent L. C. Schultdt's I. C. C. No. 4206, C. T. C. No. 2024, M. P. S. C. No. 722, I. R. C. No. D-804, Ill. C. C. No. 588, G. T. W. Tariff No. 942-A, supplements thereto or successive issues thereof.

**Supplement No. 146 to
M.P.S.C. (G.T.L.W.) No. 1587**
Cancels Supplements Nos. 142 and 145
**Supplement No. 133 to
III.C.C. (G.T.L.W.) No. 178**
Cancels Supplements Nos. 129 and 132

**Supplement No. 133 to
C.T.C. (G.T.L.W.) No. W-888
Cancels Supplements Nos. 129 and 132**

**Supplement No. 140 to
I.C.C. (G.T.L.W.) No. A-2942**
Cancels Supplements Nos. 136 and 139

**Supplement No. 134 to
I.R.C. (G.T.L.W.) No. 602**
Cancels Supplements Nos. 130 and 133

Supplements Nos. (26, 34, 39, 89, 102, 108, 124, 132, 135 and 140 to I. C. C. (G. T. L. W.) No. A-2942, 25, 35, 75, 139, 107, 113, 139, 141 and 146 to M. F. S. C. (G. T. L. W.) No. 1687, 24, 32, 37, 87, 97, 103, 118, 126, 128 and 134 to I. C. C. (G. T. L. W.) No. 602, 32, 37, 85, 97, 103, 118, 126, 128 and 133 to I. C. C. (G. T. L. W.) No. 178, 24, 32, 67, 85, 97, 103, 118, 126, 128 and 133 to C. T. C. (G. T. L. W.) No. W-888, are in effect and contain all changes from the original tariff that are effective on the date hereof.

Supplement No. 151 to
G.T.W. TARIFF No. 403-Y
Cancels Supplements Nos. 147 and 150

Supplement No. 136 to
D.C. & S.Ry. G.F.D. No. F-63
Cancels Supplements Nos. 132 and 135

**Supplement No. 46 to
Pt. H. & D. R. R. G. F. D. No. 111**
Cancels Supplements Nos. 42 and 45

LOCAL, JOINT AND PROPORTIONAL COMMODITY TARIFF
—IN CONNECTION WITH—
CARRIERS SHOWN ON PAGES 3 AND 4 OF TARIFF, AS AMENDED
—APPLYING ON—
MISCELLANEOUS COMMODITIES
AS PROVIDED IN TARIFF

Account shown here

data provided

COMMODITIES	CLASS	APPLIES
Section 6 (Subject to Item 40)	(0723 029½ 038½) (025 032 042) (027½ 026½ 045)	As provided in ①, ②, ③
Cotton Linters or Regins, in bales. Cottonseed Hull Fibre or Shavings, in bales. Straight or mixed carloads.		
Section 7 (See Note 16)		
Cake or Meal (including crushed or ground cake or screenings), viz.: Linseed (Flaxseed) Oil. Soybean Oil Cake (not cereal food preparation and not for human consumption). Soybean Oil " " , ground or in flake form (not cereal food preparation and not for human consumption).	①18 ①18½ ①20 ①22	As provided in ①, ②, ③, ④

In effect, to determine rates on linters it is necessary to examine 10 references and cross references. Such complicated publications result in errors and disputes.

750	GRAIN, GRAIN PRODUCTS, SEEDS AND OTHER ARTICLES named in Lists 1 to 9, inclusive, Items 200 to 290, inclusive, W.T.L. Tariff No. 330-W, Agent L.E. Kipp's I.C.C. No. A-3586.	Complete loading or partially unload. (Except as provided in Item 55)	W.T.L. Territory (See Item 20)	1 <table border="1"> <tr> <td>⑩</td> <td>\$12.39</td> </tr> <tr> <td>⑪</td> <td>\$11.80</td> </tr> <tr> <td>⑫</td> <td>\$11.22</td> </tr> </table>	⑩	\$12.39	⑪	\$11.80	⑫	\$11.22				
⑩	\$12.39													
⑪	\$11.80													
⑫	\$11.22													
	For explanation, see Item 8.													
	① SECTION 1													
	GRAIN AND GRAIN PRODUCTS and other articles as described in Items 200 to 295, inclusive, of W.T.L. Tariff No. 330-W, Agent L.E. Kipp's I.C.C. No. 3586, except Flaxseed and Soybeans.	Partially unload.	W.T.L. Territory. (See Item 20)	3 <table border="1"> <tr> <td>⑩</td> <td>\$12.39</td> </tr> <tr> <td>⑪</td> <td>\$11.80</td> </tr> <tr> <td>⑫</td> <td>\$11.22</td> </tr> <tr> <td>⑬</td> <td>\$12.35</td> </tr> <tr> <td>⑭</td> <td>\$11.74</td> </tr> </table> (See Note 2)	⑩	\$12.39	⑪	\$11.80	⑫	\$11.22	⑬	\$12.35	⑭	\$11.74
⑩	\$12.39													
⑪	\$11.80													
⑫	\$11.22													
⑬	\$12.35													
⑭	\$11.74													
		Complete loading or partially unload.	Bellevue. . . Wis. (See Note 5)	1 <table border="1"> <tr> <td>⑮</td> <td>\$12.39</td> </tr> <tr> <td>⑯</td> <td>\$12.96</td> </tr> </table>	⑮	\$12.39	⑯	\$12.96						
⑮	\$12.39													
⑯	\$12.96													

Item	Reference Mark	EXPLANATION
8	⑩	Applies at points described in Item 36 except on Iowa and Missouri Intrastate traffic.
	⑪	Applies at points described in Item 37 except on Iowa, Kansas, Minnesota, Missouri, Nebraska and South Dakota Intrastate traffic.
	⑫	Applies at points described in Item 38, also on Colorado, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota and Wyoming Intrastate traffic, except where individual items provide non-application on Intrastate traffic.

When a reference mark is explained by referring to an item, which in turn refers to another item for the explanation, it is an abuse of the tariff user's time. References should not be explained by other cross references.

and offer *practical* and *lawful* suggestions for the commission's future guidance. Much of the trouble with the "Fourth Section" arises from the commission's efforts to comply with that phrase in the act which limits its authority in giving relief only to rates which are "reasonably compensatory." Find a way to deal with that provision and the rest is easy. If no simple, practical plan can be devised, perhaps the carriers, supported by the shippers, can find relief in Congress.

Then, too, the commission issues formidable rate orders, many of which are difficult and sometimes impossible to publish. They seem to have been drawn by men who do not know or understand existing rate structures and frameworks into which new rates might quickly and simply be fitted. It is not too much to hope that the commission would gladly cooperate with shippers and carriers to develop improved procedures within its own organization in the interest of tariff simplification.

All of this leads to the inevitable question: "Well, just what is it in our tariffs that needs correction?" The answer is that the entire mechanics of rate making by carriers and commissions, tariff compilation, indexing and publication is in need of a thorough and critical study. To list some obvious desirabilities:

- 1—Reduce the array of reference marks on title pages of tariffs.
- 2—Eliminate intrastate filing numbers from title pages.
- 3—Eliminate individual lines' tariff numbers.
- 4—Assign new code numbers—which mean something—to all tariffs.
- 5—Eliminate concurrence numbers in tariffs.
- 6—Find a simpler way of listing participating carriers (like the truckers have done).
- 7—Reissue the class rate tariffs applicable to "exceptions" rated traffic.
- 8—Assign fixed and uniform numbers to rules and regulation, common to all, or most, tariffs.

9—Look into uniform typographical design and layout, including choice of type. (There are four publishing agents in Chicago, all four have different designs and styles of type and layout.)

10—Consider separating routes from rates, placing them in different tariffs. There are not as many rate changes as routing changes.

11—Make uniform descriptions in all territories on basic commodity lists, such as on clay products, iron and steel, grain, forest products, and many others.

12—Every tariff up for reissue should be individually studied to determine where and how simplifications can be achieved. The compiler must be able to answer in the affirmative: "Is this tariff simple?"

Basic Research

The National Industrial Traffic League is urging all railroad chief traffic officers to create a group for basic research and to formulate plans for cleaning up tariffs. This research authority should be competently staffed and enabled to go about its job in an orderly and aggressive fashion. The chief traffic officers would be wise to give prompt and sympathetic consideration to its recommendations and to make determined efforts towards getting effective action.

There are two simple, basic principles this research authority should keep always in mind:

1—Clean all matter out of tariffs not completely essential to the *user* of the tariff.

2—Recognize that the essence of simplicity is *uniformity*.

The research authority should determine the standards of uniformity to which *all* publishing agents and carriers should conform. A sound plan of action must be evolved, based on these principles. Then we will live to see tariffs "simplified."

Tariff simplification is an old problem; it has been with us a long time. Too long. On this issue, we have temporized enough.

REAL COORDINATION IN ACTION

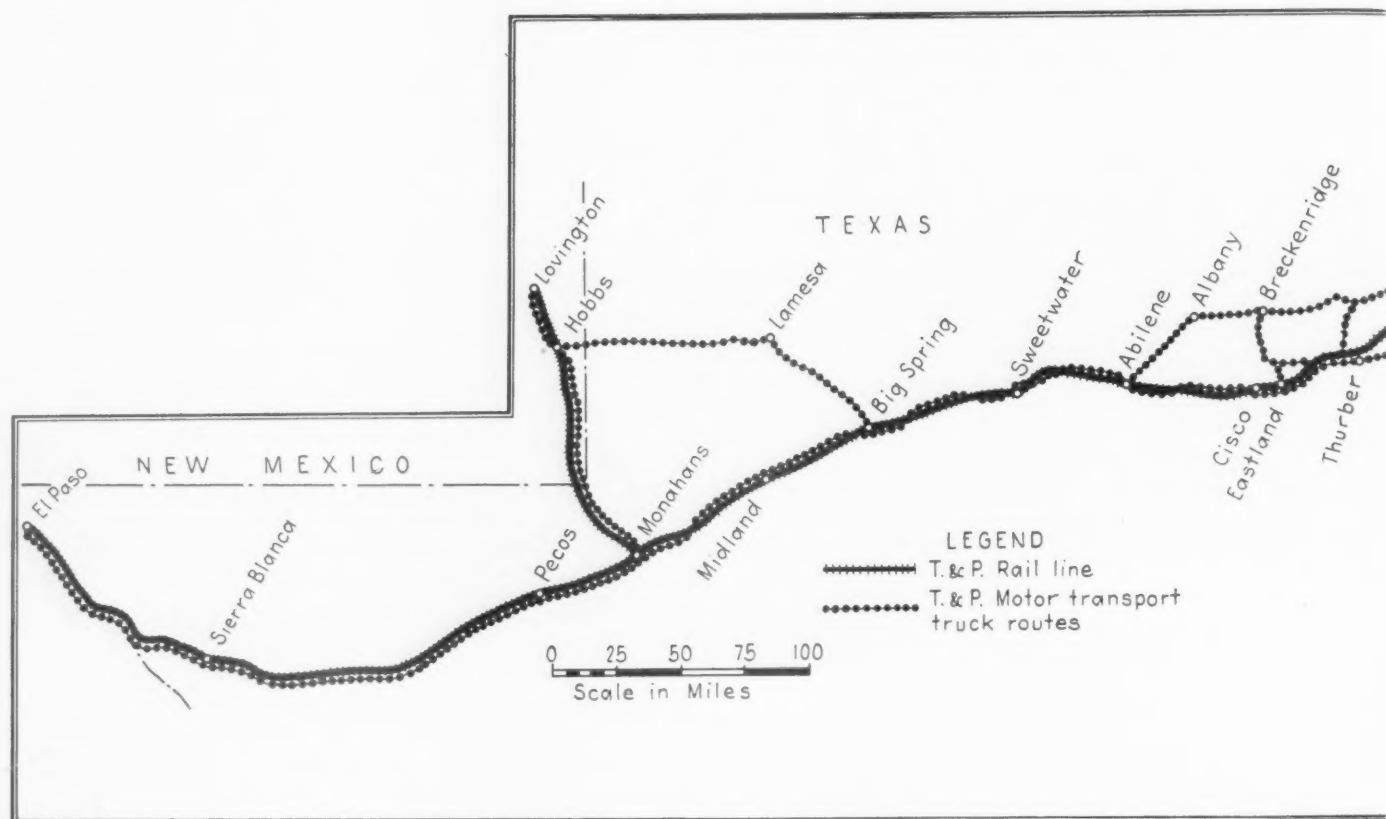
The Texas & Pacific runs its big truck operation on an unusually flexible basis

The 1,854-mile Texas & Pacific, which first inaugurated coordinated trucking service back in 1929, now operates 2,700 miles of truck routes parallel for the most part to its rail lines in Louisiana, Texas and New Mexico. Its wholly owned subsidiary, the Texas & Pacific Motor Transport Co., is big business. In 1950 it hauled 126,998 tons of freight in intercity service (plus a substantial quantity of mail and express matter); earned \$2,225,512 gross and \$108,572 net before income taxes.* Its equipment fleet comprises 98 tractors, 106 semi-trailers and 135 "integral" trucks.

* These figures are subnormal because Motor Transport, due to a strike of its drivers (over-the-road and pick-up and delivery) and mechanics, was shut down for 62 consecutive days during the heaviest shipping period of the year.

Motor Transport is an unusually versatile instrument of service to the shipping public. Of course, like most railroad-owned motor subsidiaries, it performs the useful function of replacing the outmoded way car for merchandise freight—thereby speeding up shipments to and from smaller points; enabling the railroad to build up more through cars to the larger breakbulk points; and saving large sums by eliminating train operations which benefit neither the railroad nor its customers. This substitute service is almost entirely complete on the T.&P. and the way car a matter of history on the system.

The map accompanying shows how thoroughly truck operations cover the railroad's net. All routes are parallel to rail lines of the T.&P. or subsidiary short-line railroads, except that, between Dallas and Paris, Texas, a direct cross-country truck route is operated in the handling of Texas intrastate freight only (the I.C.C. denied similar interstate rights) so as to render a more expeditious, efficient and economical service than is



A total of 2,700 miles of truck routes parallel the rail lines of the

otherwise possible between the main-line point of Dallas and points on T.&P.'s so-called transcontinental division, between Mineral Wells, Tex., and Abilene. A cross-country truck route serves points formerly given access by the now-abandoned Cisco & Northeastern railroad, and a non-parallel truck route between Big Springs, Tex., and Hobbs, N.M., provides a short side to the triangle between the main line of the T.&P. and points on the subsidiary Texas-New Mexico railway between Monahans, Tex., and Lovingston, N.M.

Complete Trucking Service

But the T.&P.M.T. is more than an accessory; it is a complete trucking service in itself. Besides carrying

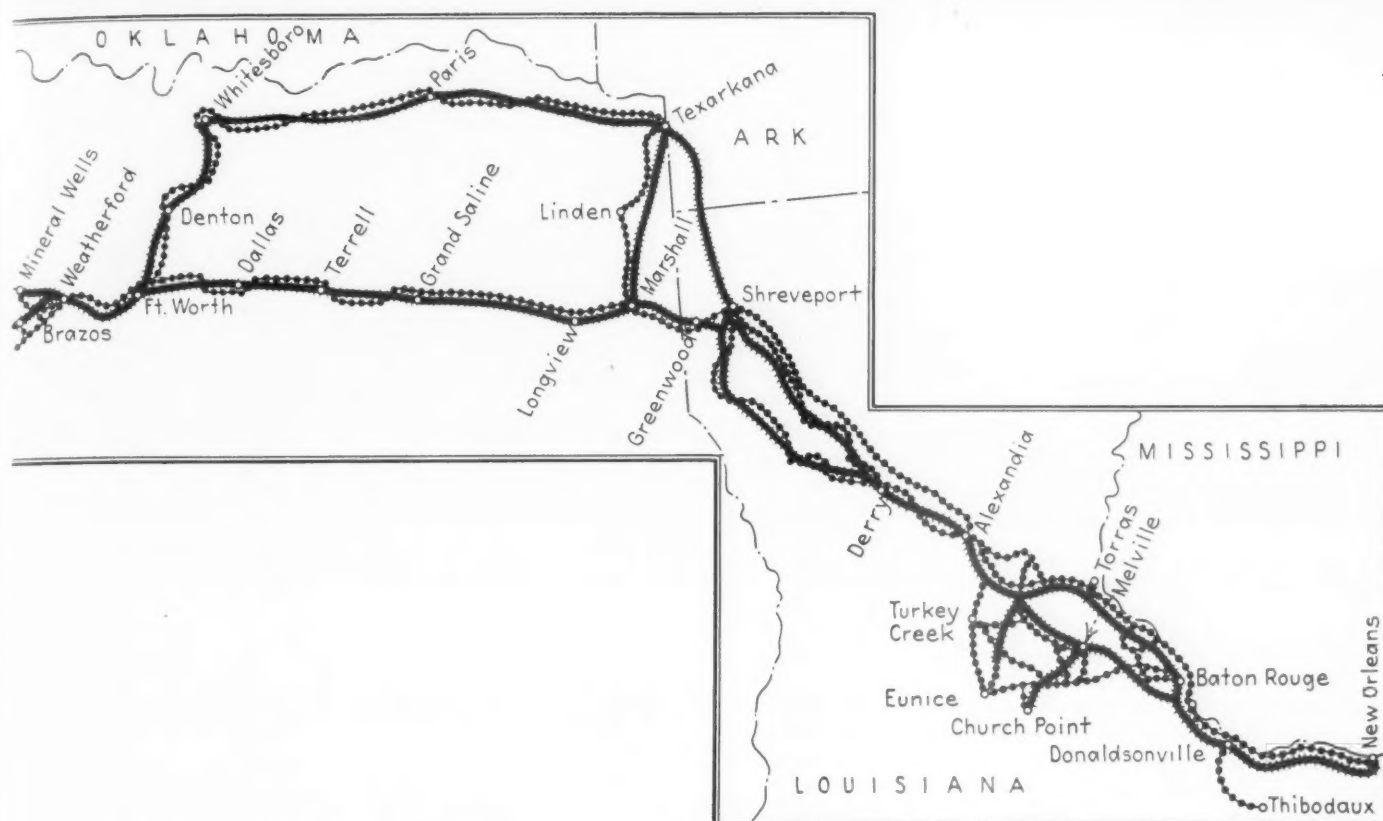
merchandise moving on railroad bills of lading and transported in part by rail, it handles a large traffic in its own name, on a Transport Company bill of lading, and at standard truck charges published by the Southwestern Motor Freight Bureau and other truck tariff publishing bureaus. It holds itself out to participate in through hauls and at through rates with independent connecting truck lines. Motor Transport carries railroad freight on a contract basis for its parent company, which is permitted under a "substituted motor service" directory. It also reverses the procedure and gives truck-billed and truck-rated merchandise to the railroad for the long haul between breakbulk points, under a "substituted rail service" tariff.

Suppose a shipper in Dallas wants to make distribution of his product to dealers in the booming, fabulous new oil fields along the T.-N.M. north from Big Spring. He may tender his freight to Motor Transport at Dallas on a truck bill. It will be picked up by the trucking company and, together with other shipments, will be placed in a box car and moved in substituted service over the T.&P. for the 300 long-haul miles to Big Spring. There it will be transferred to a truck and moved north along the T.-N.M. to Hobbs, for example. If the final destination is a point not served by the railroad the freight will be transferred to a connecting independent motor line and moved thereto on interline truck rate. Alternatively, if rail billing is more desirable—by reason of rates, rail siding and trap car service at origin, or other consideration—and the destination is a point on the railroad, the shipment would be picked up at Dallas by Motor Transport as the p.&d. contractor for the railroad, moved over the rails in fast red ball service to Big Spring; there transferred to a Motor

HOW REGULATION CURBS RAILROAD SERVICE

Much of the flexibility in the service to shippers which this article describes—insofar as it relates to interstate traffic—will probably become "history." On February 26, the U. S. Supreme Court, by a closely divided decision (5 to 4), upheld decisions of the Interstate Commerce Commission ordering the Texas & Pacific Motor Transport Co. (and an affiliate of another railroad) to cease motor operations beyond those directly auxiliary to rail service and establishing for them the well-known "key point" restriction.

This decision has the effect of driving the railroads out of the all-motor freight business for interstate traffic and will, for the future, bar shippers from advantages which are clearly set forth in this article—the material for which was obtained before the decision of the high court was announced. Thus is the heavy hand of the regulator laid on commerce.—EDITOR.



Texas & Pacific in Louisiana, Texas and New Mexico

Transport truck, and moved under contract by highway to the railroad station at destination and delivered either by Motor Transport p.&d. truck or by a local contract drayman, whichever performs the service at that station.

Advantages of Coordination

Other important benefits accrue to shippers from this coordinated service, beside the saving in time and opportunity to use railroad and truck transportation to the best advantage. Even where freight is moved by Motor Transport through from origin to destination by highway, on a truck bill, the shipper or receiver has full use of joint freight stations maintained by the T. & P. This is especially advantageous in smaller towns where, generally speaking, independent motor carriers do not maintain agencies. Thus it is not necessary for shippers or consignees to meet trucks as they pass through at odd hours of the day and night. Instead they may elect to call for or deliver their shipments at the freight house. Customers of the joint service can avail themselves of the services of full-time local agents for handling claims, quoting rates and schedules and accepting and delivering freight, instead of dealing with truck drivers alone.

The Texas & Pacific Motor Transport Co. was organized in 1929 by the railroad with authority "to engage in the business of a common carrier by motor vehicle, or, by any means whatsoever, and partly by one means and partly by another, and by arrangement, or contract with other common carriers." In the year of its origin it established a merchandise service to, from and between certain stations on the T. & P. under which it issued bills of lading in its own name and filed rates corresponding to those of independent motor carriers, including pick-up

and delivery. The actual transportation was, however, in all instances performed by the parent railroad by contract with the motor subsidiary. The latter limited its truck operations to local p. & d. service.

In 1935 Motor Transport initiated over-the-road truck service parallel to the subsidiary T.-N.M. rail line between Monahans and Lovington, 112 rail miles, with six vehicles. In this operation, Motor Transport accepted only rail-billed freight and was, in fact, a substitution for slow and infrequent branch-line rail freight service. Shortly thereafter it established a line between Shreveport, La., and Alexandria, parallel to the main line of the railroad, 127 miles, in way freight substitute service. Tonnage on the line doubled every month for 12 months and the light truck with which service was initiated soon had to be replaced by a heavier vehicle.

In 1937 Motor Transport was authorized to purchase the rights of other motor carriers established prior to the Motor Carrier Act of 1935 and subsequently, piece by piece, rounded out its present system of about 2,700 route-miles.

In addition to performing over-the-road services for the railroad and in its own name, Motor Transport is the designated p.&d. contractor for the railroad at 22 stations. For this service and for the local drayage of its own freight at these and other stations, the trucking subsidiary employs some 125 out of its total of 135 integral body trucks. At 85 other stations, the railroad employs independent contractors for the pick-up and delivery of its freight. Over-the-road trucks also perform p.&d. for account of Motor Transport at 115 smaller towns where employment of dray vehicles is impracticable.

A total of 54 separate routes are operated by Motor



This new \$1,500,000 "freight center" at Dallas provides especially modern facilities for interchange of traffic between

T. & P. trucks and rail cars. It includes a concrete block and steel garage building for the transport subsidiary

Transport, some of them—as between Dallas and Fort Worth—with multiple trips daily. In addition to railroad merchandise and truck freight, 13 of the routes regularly handle U.S. mail to and from smaller points along the route and another 7 routes handle both mail and express. In some instances these "head end" services are designed to take the place of former railroad passenger service. In others, they are designed to relieve main-line passenger trains of time-consuming stops or to render more frequent service than is available by rail.

How Organized?

While Motor Transport is operated as a separate company, with its own staff of employees, it is an integral part of the railroad. Its general freight agent, C. S. McDonald, is also merchandise traffic manager of the railroad. Its operating officer, O. E. Bellomy, carries the title of superintendent of motor transportation on the railroad and reports to its operating vice-president. Until 1937, the trucking subsidiary was operated by the traffic department of the railroad. In that year responsibility

for running and maintaining its vehicles and agencies was transferred to the operating department of the railroad.

The entire solicitation staff of the T. & P. is equipped to sell the truck-billed, truck-rated service of Motor Transport as well as railroad originated business. The customer is given full facts about rates, schedules, packing requirements and service features. He makes the final selection. In addition to the regular traffic staff of the railroad, there are employed four salesmen assigned exclusively to the servicing of T. & P. railroad l.c.l. and truck freight. Three of these men are former drivers for the trucking subsidiary.

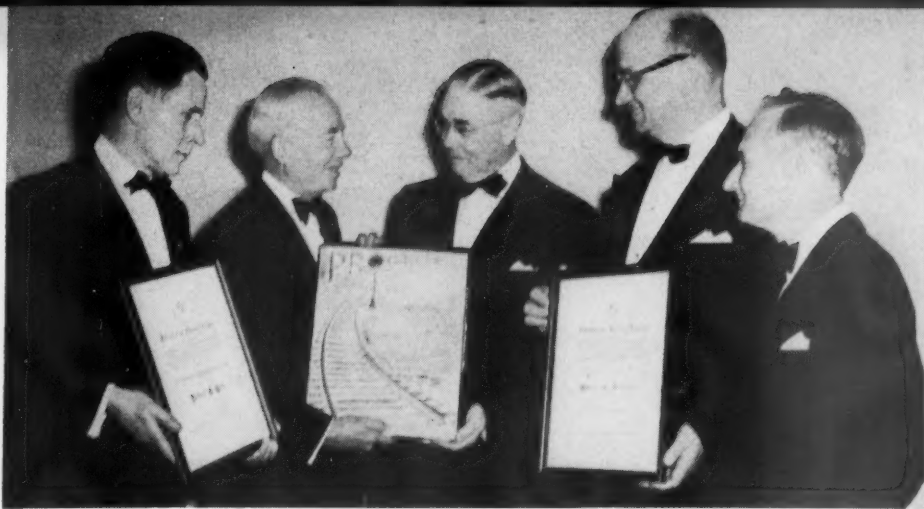
Like most trucking concerns, however, Motor Transport does not rely wholly upon formal solicitation to obtain traffic. It finds that an alert truck driver can do a fine job on his own. He has opportunities not accorded railroad operating employees because he actually enters on the customer's premises; he sees all his freight on the floor; when he notices something destined to a point on the parent railroad he can say, "why don't you let us—or me—handle that—we have good service." One former traffic officer of the T. & P., who nursed along one of the pioneer ancillary truck services, declares: "A truck driver can get more less-carload freight by accident than a solicitor can on purpose." He goes on to express the opinion that, "Carload and l.c.l. solicitation don't mix. Once a man has sold carloads, he's ruined for merchandise, because he'll spend 100 per cent of his time on carload freight."

Regulators Challenge Operation

The future of the interstate operations of this flexible truck-rail service has been placed in jeopardy by the Interstate Commerce Commission. Despite the fact that that body insisted that Motor Transport continue in effect truck rates and through routings when it authorized its purchase of independent motor carriers, in 1948 it reversed itself and ordered that Motor Transport: (1) cease doing business directly with the public; (2) refrain from utilizing motor carrier rates and haul on rail rates only; (3) cease interchanging traffic with other motor carriers; and (4) not transport shipments between nor through more than one of eight designated key points on the T. & P.



One of the 135 integral-type trucks owned by T. & P. Motor Transport backed up to a customer's shipping dock. A fleet of 98 tractors and 106 "semis" perform most of the over-the-road hauls



AWARDERS AND AWARDEES OF F. R. P. HONORS POSE FOR THE CAMERAMAN — (left to right) R. S. Bird, New York Herald-Tribune, winner of the newspaperman's award; Robert R. Young, founder and chairman of the federation; Leroy C. Ioas, passenger traffic manager, Southern Pacific, whose railroad won passenger service plaque; George M. Crowson, assistant to president, Illinois Central, whose President Wayne A. Johnston won the F. R. P. special public relations award; and Walter J. Tuohy, president of the Chesapeake & Ohio, who made the presentations. **MAIN SPEAKER OF THE EVENING,** General Mark W. Clark, Chief of Army Field Forces (right), is greeted by Chairman Young and Thomas J. Deegan, Jr., president of the federation



F.R.P. Takes Stock, Confers Honors, Hears a General

More than 780 members and guests of the Federation for Railway Progress joined together in Chicago's Palmer House, on May 24, for the fourth annual meeting and dinner of the organization. Feature speaker of the evening was General Mark W. Clark, chief of Army Field Forces. Presentation of the federation's annual awards was made by Walter J. Tuohy, president of the Chesapeake & Ohio.

Among those attending the dinner were some 12 railroad presidents, the international officers of a number of railroad labor organizations, heads of railway supply firms, executives of financial houses and banks, and industrial traffic managers. In addition to the usual annual awards, Mr. Tuohy presented a special public relations award made by the federation to Wayne A. Johnston, president of the Illinois Central, "in recognition of his extraordinary contribution in the field of public relations by stimulating better understanding of the railroads and their importance to all Americans through the 'What Makes a Railroad' campaign." In Mr. Johnston's absence, the plaque was accepted by George M. Crowson, assistant to president. Not presented at the dinner was the annual employees' award, which had been presented in March to Albert J. Lively, a Pullman porter, of Louisville, Ky., by Mrs. Alben W. Barkley, wife of the vice-president of the United States, in a ceremony publicized overseas by this country as an example of democracy at work.

General Clark devoted his talk to the state of training of the ground forces, which is his job; praised the "doughboy" as the element of the armed forces which suffers the most casualties; and described the necessity of strength with which to impress and forestall the potential enemy.

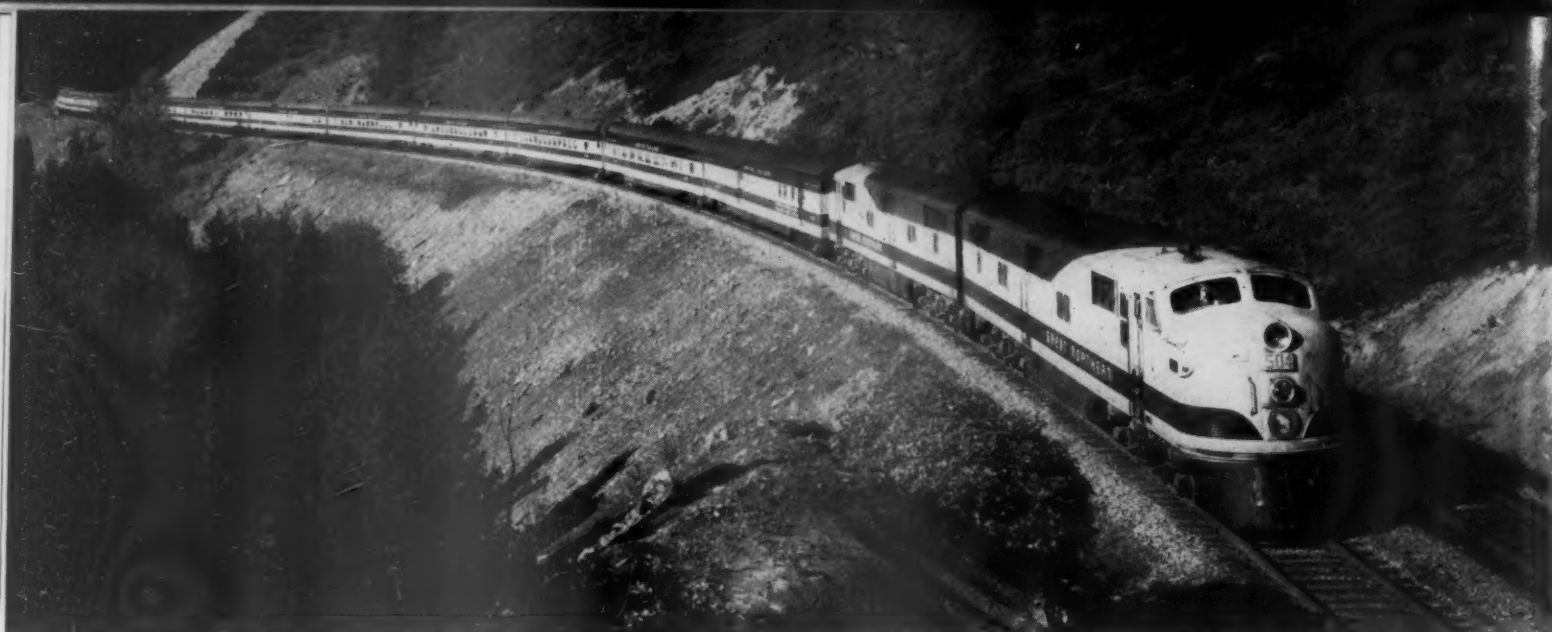
Robert R. Young, founder and chairman of the federation and chairman of the C. & O., with the aid of a large wall chart, outlined the alarming trend in railroad net income and the passenger service deficit since

the close of World War II. Using the high years of 1929 and 1942, respectively, as a "plateau," he sought to demonstrate that the trend in passenger deficits, if continued at the rate of recent years—which he termed "optimistic"—would, by 1960, reach a point where it would absorb more than the roads' net income from all sources. The chart was titled: "A Warning—Not a Prediction." Mr. Young attributed the deficit partly to "subsidized" head-end traffic and partly to a kind of inflation which forces up railroads' costs but prevents them from advancing their prices in tune with the times, because a subsidy "umbrella" is held over their competitors.

Robert M. Drysdale, Jr., executive vice-president of the federation, reported on "Four Years of Progress." Citing the aim of the body as "helping restore earning power to railroad companies," and the chief problem toward that end one of political action, he characterized the F.R.P. as "primarily a public relations organization." It differs from the public relations departments of the railroads themselves chiefly in that its primary interest is "in creating an active public demand for the conditions which will permit railroads to function effectively in the public interest and seeing that this is translated into fact."

In accepting the annual passenger service award for his railroad, Leroy C. Ioas, passenger traffic manager of the Southern Pacific, at Chicago, described briefly its pioneering efforts in the operation of transcontinental streamliners and daylight coach runs for long distances and in special publicity. He closed with the remark: "We developed 'Sunset Pink' for the women. Another railroad has followed with 'Turquoise Blue' for the men. Mr. Young will tonight clear up 'Deficit Red' for all of us."

The toastmaster for the evening was Thomas J. Deegan, Jr., president of the federation and vice-president of the C. & O.



Brand-new equipment for the "Empire Builder" . . .

AGAIN—NEW "EMPIRE BUILDERS"

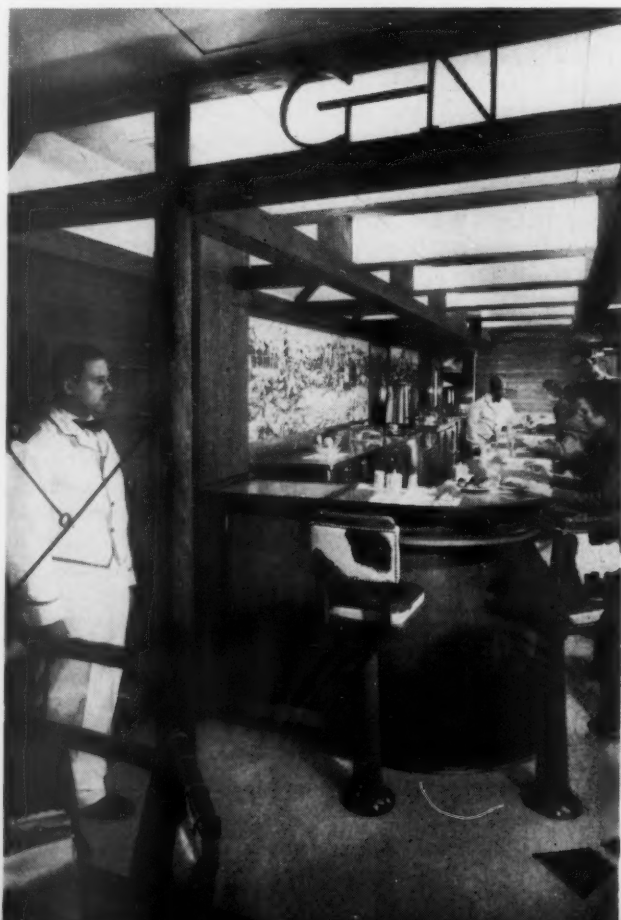
*Great Northern renews four-year old streamliner;
replaced equipment goes on new "Western Star"*

For the first time in history, double-daily streamliner service is being offered on one railroad route between the Pacific Northwest and Chicago. This new service began on June 3, when the Great Northern and Burlington introduced a completely new "Empire Builder" to the Chicago-Seattle service and simultaneously placed in companion service under the name "Western Star," the four-year old streamline equipment formerly operated on the "Empire." This move is indicative of the Great Northern's faith in the future of long-distance railroad passenger service as well as its faith in the continued growth of the Pacific Northwest.

The equipment of the new "Mid-Century Empire Builder" (as it will be called during its inaugural period) consists of five identical 15-car trains, each providing coach and sleeping car accommodations for a total of 333 passengers. The cars represent an investment of \$12 million, exclusive of locomotives. Each train set consists of a baggage-mail car; a baggage-dormitory; one 60-seat coach for short-distance travel; three "day-night" coaches; a full coffee shop-lounge car called "The Ranch"; a diner; six sleeping cars and an observation lounge. The sleeping cars offer an exceptionally wide range of accommodations, including lower and upper berths, duplex roomettes, roomettes, bedrooms, compartments and drawing rooms.

A uniformed passenger representative is a member of each "Empire Builder" crew. In addition to giving personal assistance to travelers, his duties include announcing important train information, as well as points of scenic and historic interest, over the train's public address system. He also operates a dinner-by-reservation plan, by which passengers may dine at the hour

"THE RANCH" coffee shop lounge—reflects the spirit and color of the old West. In addition to this lunch counter, it contains tables for 12 and a 14-seat lounge section. Coffee and snacks are available throughout the day





... Permits operation of its original streamlined cars as the "Western Star"

THE OBSERVATION LOUNGE (right) has oversized windows, an unobstructed view of spectacular western scenery. Panels between the windows bear silhouettes and seals of ten states and two Canadian provinces the G. N. serves



LONG-DISTANCE COACH (below left) passengers occupy three, 48-seat, "day-night" coaches, which have reclining seats equipped with upholstered leg rests. An additional 60-seat coach, similarly appointed, serves short-distance travelers between intermediate points

THE DINING CAR'S (below right) soft pastel decor contrasts with the rustic character of the adjoining "Ranch"—the diner seats 36 at conventional 2 and 4-seat tables





**Other Members of the
G. N. Post-war Stream-
liner Fleet.—**

Twin "Internationals" (left) between Seattle, Wash., and Vancouver, B. C., began on June 18, 1950. Both offer coach, parlor and dining facilities



The "Red River" (left) between St. Paul-Minneapolis and Grand Forks, N. D., went into service on June 25, 1950

of their choice, without standing in line for the evening meal. The loudspeaker system which he operates serves all except the sleeping cars for announcements, radio programs and wire-recorded music.

Schedules Unchanged

Between Chicago and Seattle the "Empire Builders" operate on the same 45-hour schedule that was introduced when these trains were first streamlined in 1947. The Burlington handles both the "Empire Builder" and the "Western Star" between Chicago and St. Paul, Minn., and service to and from Portland, Ore., via Spokane, Wash., is operated by the Spokane, Portland & Seattle. The "Western Star" has taken over the schedule of the now-discontinued "Oriental Limited," and will continue to provide service to a number of intermediate points—including Glacier National Park, Mont., during the summer season—that are not included in the faster schedule of the "Empire Builder."

The "Western Star" trains have lower and upper berths, duplex roomettes, bedrooms and drawing rooms. They also have a 60-seat coach for local passengers, "day-nite" coaches for through passengers, a lunch counter-lounge-dormitory, a diner and an observation lounge.

Both trains follow an identical route, except that in North Dakota, the "Western Star" operates via Grand Forks, while the "Empire Builder" uses a somewhat shorter line through New Rockford. No extra fare is charged on either train.

Cars for the "Mid-Century Empire Builder" were built by the Pullman-Standard Car Manufacturing Company and by the American Car & Foundry Co. These builders also furnished enough cars to make up a sixth "Western Star" train, made necessary by the fact that the "Star" operates on a slower schedule than the

"Empire Builder" from which the other five sets of equipment were "stepped down." Except in electrified territory through the Cascade mountains and the Cascade tunnel, both trains will be powered by diesel locomotives built by the Electro-Motive Division of the General Motors Corporation.

Whence the Names

The name "Empire Builder" (first applied to the Great Northern's premier passenger train in 1929) pays tribute to the memory and achievements of James J. Hill, founder of the road and its guiding genius for many years. Due to his role in helping transform the vast, fertile, but empty Northwest country into a rich and productive empire, Mr. Hill became widely known as the "Empire Builder."

To seek an appropriate name for its second trans-continental streamliner, the Great Northern last fall conducted a "Name-the-Train" contest among railway ticket agents, reservation bureau employees, station ticket sellers and employees of recognized travel and tourist agencies.

A second contest was conducted among Great Northern employees. As it turned out, neither of the prize-winning names ("Evergreen" and "Eight-Stater") was finally applied to the train, but each of the winning contestants was \$500 the richer for the suggestions.

Detailed Description Next Week

A complete description of the "Mid-Century Empire Builder" trains will appear in next week's *Railway Age*. The original streamline "Empire Builder" trains of 1947, which now constitute five of the six train units of the "Western Star," were described in the issue of April 12, 1947, page 734.



How the Southern Systematizes Diesel Fleet Maintenance at a Central Point

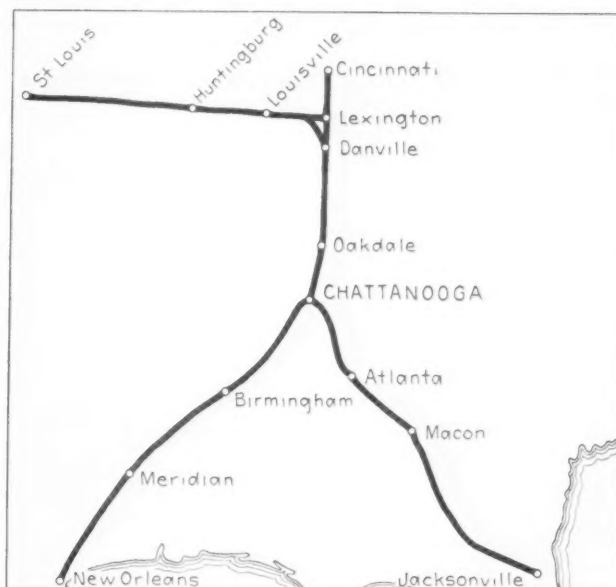
Among the principal purposes of any system of records for diesel maintenance is the scheduling of that maintenance so as to achieve high availability without requiring extensive paper work on the part of the supervisors. These objectives have been attained to an outstanding degree by a records system developed by the Southern for its 100 per cent diesel Western Lines freight pool. Average monthly mileage per locomotive has been increased to 12,500 from the 8,000 secured prior to inauguration of the system, and virtually all paper work has been eliminated for supervisors, leaving them free to supervise the work and their men.

General headquarters for the system is at Chattanooga, Tenn., and the area covered is shown on the accompanying map. The pool comprises 23 three-unit locomotives for assigned runs and six additional three-unit combinations to meet fluctuating traffic demands. The 29 locomotives produce 327,000 train-miles per month. All regular maintenance is handled by the Citico shops at Chattanooga during three scheduled-maintenance tie-ups in a 21-day cycle.

Each cycle consists of three schedules as shown in Table 1. Each of the three schedules requires seven days for its completion. Schedule 1 produces 3,110 miles; Schedule 2, 3,034 miles; and Schedule 3, 3,170 miles. When a locomotive has completed the three schedules it repeats the cycle, beginning again with Schedule 1.

These 23 locomotives produce approximately 10,000 train-miles per day with only three periods each 24 hours for scheduled maintenance. Schedule 1 arrives at

Locomotive mileage on a fully dieselized district increased 50 per cent with records which relieve supervisors of paper work



The area covered by the Chattanooga Records System



Left—Bulletin board used in the Chattanooga office for posting diesel unit combinations in service. Right—The post-



index rapid reference file container from which the clerical forces fill out the maintenance sheet

10:15 p.m., with an allowance of $3\frac{3}{4}$ hours maintenance time before departing on Schedule 2. Schedule 2 arrives at 5:55 a.m., with 13 hours 5 minutes allowed for maintenance before departure on Schedule 3. Schedule 3 arrives at 4:45 p.m. and Schedule 1 departure time is $19\frac{3}{4}$ hours later. These arrivals throw the bulk of the maintenance on the first and third shift, and fit in well with the 40-hour work week. Each locomotive also has three layover periods during the 21-day cycle varying from five to seven hours each at which there is no scheduled maintenance to permit catching up on miscellaneous work.

Key to Paper Work Elimination

The locomotive placed at Louisville for shuttle service under Schedule 2 changes out daily to eliminate the need for an extra maintenance period, an extra maintenance point, or a move between Louisville and Citico for periodic maintenance.

Maintenance of the equipment is based upon an exten-

sive but not elaborate record system, which can best be explained by assuming the arrival of a new diesel unit. The record of the equipment involved is built on stationery or on shop forms adopted and placed in an individual unit file in standard order using an Oxford No. RK 1556 Letter Size Vertical Filing Folder. Upon arrival of the new unit the record system is set up in 14 standard positions constituting one file for each unit as shown in Table 2.

The work to be done each week is scheduled from four maintenance forms on which all items due are filled in by the clerical forces:

- Form 1166A, Routine Inspection, 40 items
- Form 1166B, Lubrication, 30 items
- Form 1166C, Mechanical Maintenance, 50 items
- Form 1166D, Electrical Maintenance, 35 items

These four forms, and the method of using them, are the key to eliminating paper work for supervisors.

The master sheet from which these forms were prepared is located in the office of the superintendent of diesels. It carries a tab of corresponding lines, showing the time element and also if an item has a standard schedule for cleaning, removal or inspection weekly, monthly, quarterly, semi-annually or annually.

Three Large Worksheets

With the time element agreed upon three large work sheets are drawn with $\frac{1}{4}$ -in. blocks, one each for lubrication, mechanical and electrical work. Maintenance items are listed vertically on each, while the weeks, or trip numbers, are in vertical columns extending horizontally across the sheet. From this large work sheet items are blocked out along a diagonal line to stagger the work load at each seven-day maintenance period. When the work sheet has been completed in this manner, the vertical columns of blocks are transferred to a Postindex Rapid Reference File Container, a shallow metal folding card file on which the cards are indexed for each cut-out for maintenance from 1 to 52.

The first vertical column from the large work sheet is transferred to the first card in the file, which represents the first schedule run of the year; the second column is transferred to the second card, etc. The cards thus show what item is to be checked or work performed at each cut-out for maintenance. The card for run 4, for example, shows that on form 1166B the record is to be

Table 1—THE THREE SCHEDULES IN THE 21-DAY MAINTENANCE CYCLE

Schedule 1:

Departs from Citico, 12:30 p.m.
Citico to Cincinnati
Cincinnati to Atlanta
Atlanta to Cincinnati
Cincinnati to Oakdale
Oakdale to St. Louis
St. Louis to Oakdale
Oakdale to Cincinnati
Cincinnati to Citico for cut-out
and maintenance, 10:15 p.m.

Schedule 2:

Departs from Citico, 7:00 a.m.
Citico to New Orleans
New Orleans to St. Louis
St. Louis to Louisville
Shuttle service between Louisville,
Huntingburg and Danville
Louisville to Citico
Citico to Cincinnati
Cincinnati to Citico for cut-out
and maintenance, 6:00 a.m.

Schedule 3:

Departs from Citico, 7:00 p.m.
Citico to St. Louis
St. Louis to Citico
Citico to Jacksonville
Jacksonville to Citico
Citico to New Orleans
New Orleans to Citico for cut-out
and maintenance, 4:45 p.m.

checked for items 1 and 2, and that items 4, 6, 10 and 14 are due. The appropriate 1166 form, B, C, or D, is filled in by the clerk for each cut-out for maintenance and delivered to the supervisor. Items due are marked in green ink; if overdue, in red ink. No. 1166A items are shown on the cards as all of these are due each week.

The four 1166 forms are prepared seven days in advance of the arrival of power and placed in a cabinet in the shop for the foreman's use in executing the order. Thus the foreman is able to give his entire time to supervision as the maintenance sheets carry all information on what work is to be done. Any items found during the seven days preceding the arrival of power are phoned or wired in to the clerk for addition to the sheet. The clerical force also takes care of noting when longer-cycle items are due, such as quarterly train-control inspection, quarterly and semi-annual air inspection, and regular monthly and annual inspection. Thus the entire maintenance to be covered on a particular unit is shown on these four sheets.

The only paper work required of the foreman is getting additional items from the engineer's work reports, and approving the items performed. Upon return of the 1166 forms to the office the items are entered on different positions in the file and become part of the permanent record.

The foreman is also furnished a daily log showing equipment passing through terminals and equipment due for cut-out and servicing. This avoids congestion and misunderstanding as all 23 of the scheduled-operation locomotives are pledged on arrival at the terminal. The only equipment operated out of this point under the first-in, first-out theory are the six locomotives that operate in between the scheduled runs to take care of traffic fluctuations. As these are maintained at 14-day intervals the planned maintenance also serves this equipment without any change as the 14-day basis is merely double the seven-day basis. All data for this maintenance are likewise prepared for the foreman in the same manner as for the scheduled setup, and permanent records are likewise kept.

Versatility of System

Red ink is used for a number of things in addition to noting overdue items. If a locomotive has a danger item aboard, such as an undersized crankshaft, this is marked in red in a free space at the bottom of the appropriate sheets. If a test item is being used on the locomotive, such as experimental piston rings, this is also noted in red to notify the foreman before disturbing.

The system also prevents reusing scrapped parts through oversight. For example, if a cylinder head has been inspected and found defective, the record of the head to be scrapped is removed from the active file and placed in the inactive file. Thus if the head is reapplied in error, the mistake would be noticed immediately because the card for the head would not be in the active file.

The system also provides a high degree of cross indexing information. For example, cards for injectors, liners, heads, pistons and rods are cross filed with the cylinder-assembly cards in addition to their own place in the main file. Case histories are also easy to check by means of the filing cross reference system. The main file, for example, tells which heads are in the various locomotives.

From this record, the serial number of any head can be ascertained and any detailed information desired can be obtained by referring to the record card for the head in question.

Table 2—THE 14 POSITIONS IN THE INDIVIDUAL UNIT FILE

- Position 1—Mimeographed mileage and time form
- Position 2—Two forms for miscellaneous information, one for accidents, parts renewed or cleaned, and special items not carried under the maintenance program; the second for supplies
- Position 3—Two lubricating oil record forms, a 5-in. by 8-in. card placed in the unit recording oil addition on the road, listing the date, mileage, terminal and amount added. The second form, a letter-sized sheet, summarizes the first to show the total gallons between oil changes and lists dates of oil samples, filtration and changes in the proximity of 5,000, 30,000 and 75,000 miles, respectively.
- Position 4—Letter size form listing data on when Michiana filter changes and lubricating oil strainer are cleaned
- Position 5—Main and connecting rod bearing inspection and renewal information, two forms, both letter size. The first, mimeographed, which records inspection details, the second, printed, designates which bearing was examined or renewed and at what mileage
- Position 6—Piston head clearances on two letter-size mimeographed forms, one furnished by the shops and the second for the record and comparison
- Position 7—Three forms for traction motor data, a lubrication record kept on the locomotive, a change-out record, and a daily work record
- Position 8—Radiator and oil cooling core data
- Position 9—Main generator lubrication data
- Position 10—Three forms, a diesel engine build-up card listing the name and serial numbers of accessory equipment and individual cylinder parts; parts applied or removed are cross filed and recorded on a card giving the date and mileage of installation and removal, the reason for removal and the mileage part operated; third is a mimeographed shop work form from which the information to the first form is transferred.
- Position 11—Seven forms, 1, serial numbers of engine, main and auxiliary generators; 2, engine removal record showing mileage and date of application and removal, reason for removal, also disposition, and the serial number and mileage of the engine applied; 3, crankshaft removal records, giving similar information on the crankshaft; 4, gear train data shop form with a plan layout of the gear train for recording measurement; 5, serial numbers and application mileages of blowers, water pumps, oil pumps, governors and crankshaft; 6, a shop form for reporting removals and applications of parts; 7, cards on which all parts are cross filed
- Position 12—Failure form giving the usual data on locomotive failures
- Position 13—Two forms for recording the laboratory test on the lubricating oil, one is submitted by the mechanical to the test department, the second by the test to the mechanical department
- Position 14—Federal inspection report forms

SOUTHERN RAILWAY SYSTEM		Form 1166-C			
DIESEL LOCOMOTIVE ROUTINE MAINTENANCE INSPECTION END FREIGHT LOCOMOTIVES					
MECHANICAL					
ITEM NO.	ITEM	LOCO NO.	LOCO NO.	LOCO NO.	LOCO NO.
C-1	CLEAN ENGINE AIR BOXES	4148			
C-2	CLEAN LUBE OIL STRAINERS	DUE			
C-3	CHANGE ELECTRICAL CABINET AIR FILTERS	DUE			
C-4	CHANGE LUBE OIL FILTERS	878			
C-5	CHANGE ENGINE ROOM AIR FILTERS				
C-6	DRAIN FUEL OIL SLUDGES, TANKS & FILTERS	DUE			
C-7	CHANGE AIR COMP. FILTERS				
C-8	CALIBRATE SPEED RECORDERS	DUE			
C-9	CHECK CONDITION & OPERATION OF SHUTTERS				
C-10	CHECK OPERATION OF EMERGENCY FUEL CUT-OFF				
C-11	WATER TEST OIL COOLERS				
C-12	WEIGH CO. FIRE EXTINGUISHERS	DUE			
C-13	WEIGH ANSUL CO. CARTRIDGE & CHECK POWDER				
C-14	CHECK TRACTION MOTOR BLOWER FAN SPEED-ET				
C-15	CHANGE FUEL OIL FILTERS				
C-16	BLOW OUT COOLING RADIATORS-ET	DUE			
C-17	CHECK INJECTOR PUMP & PILOT VALVE SETTING				
C-18	CHECK TIMING-LOAD REGULATOR				
C-19	CLEAN LUBE OIL BREATHERS				
C-20	CHECK ENGINE SPEED & OVERSPEED TRIP				
C-21	CLEAN AIR COMP. DISCHARGE OIL SEPARATORS - F3				
C-22	CHECK COUPLER SLACK				
C-23	RENEW AIR COMP. RUBBER UNLOADING DIAPHR. L. P.				
C-24	TIGHTEN BASE, CASE TO PAN, & TOP DECK BOLTS				
C-25	TIGHTEN BLOWER END & AIR COMP. BOLTS				
C-26	TIGHTEN ACCESSORY END BOLTS				
C-27	CHECK INJECTOR TIMING & LATER ADJUSTERS				
C-28	CHECK AND RECORD PISTON TO HEAD CLEARANCE				
C-29	FLUSH GOVERNOR & CHANGE OIL				
C-30	TIGHTEN CYL. HEAD & CRAB NUTS				
C-31	RENEW AIR COMP. RUBBER UNLOADING DIAPHR. H. P.				
C-32	RENEW RUBBER HOSE - COOLING SYS. - F3				
C-33	CALIBRATE & CHECK OPERATION ALL GAUGES				
C-34	INSPECT & CLEAN AIR COMP. VALVES				
C-35	INSPECT COOLING RADIATOR SCREENS				
C-36	OVERHAUL SPEED RECORDER				
C-37	RENEW RUBBER HOSE-COOLING SYS.-ET				
C-38	REMOVE WIRE & TIGHTEN COMM. ROD CAP SCREWS				
C-39	REMOVE & INSPECT MAIN BRGS.				
C-40	CHECK ALIGN. M. GEN., AIR COMP., & FAN CLUTCHES				
C-41	CLEAN OIL SEPARATOR ELEMENTS				
C-42	CHANGE CYL. ASSEMBLY HOSES				
C-43	CHANGE OIL COOLERS				
C-44	INSPECT ACC. DRIVE GEAR & SPRINGS				
C-45	OVERHAUL AIR COMPRESSOR				
C-46	INSPE. CRANK SHAFT HARMONIC BAL.				
C-47	INSPE. CRANKSHAFT GEARS, ALU. GEN. DRIVE & BLOWERS				
C-48	OVERHAUL TRUCKS				
C-49	OVERHAUL ENGINE				
C-50	OVERHAUL CARBODY				
C-51	Foreman in Charge's inspection				
C-52	Not part of regular routine, but for				
C-53	Not part of regular routine, but for				
C-54	Not part of regular routine, but for				
C-55	Not part of regular routine, but for				

APPROVED: _____ OFFICER-IN-CHARGE

One of the four forms on which all maintenance items due for attention are entered for the information of the foreman

GENERAL NEWS

Wage-Case Settlement With Trainmen

"Based on" Pact of December 21, 1950

Three-year agreement between railroads and B.R.T. ends long dispute; similar cases involving demands of three other operating brotherhoods still pending

Settlement of the wage and rules dispute involving railroad operating employees who are members of the Brotherhood of Railroad Trainmen was reached in Washington, D.C., on May 25. The settlement, which will benefit about 150,000 road and yard employees and cost the carriers about \$97 million a year, "is based on the memorandum of agreement signed by the railroads and the Trainmen's union at the White House December 21, 1950," said a joint statement issued by the parties.

The settlement is embodied in a three-year agreement, i.e., an agreement with provisions for a three-year moratorium (from October 1, 1950) on proposals for changes in wages and rules. Under the agreement's wage provisions, yardmen will receive a wage increase of 33 cents per hour (\$2.64 cents per basic "day"), and roadmen an increase of 18½ cents per hour (\$1.48 per "day").

These increases are retroactive and payable as follows: Yardmen will receive 23 cents per hour effective October 1, 1950, and additional two cents effective January 1, an additional two cents effective March 1, and an additional six cents (under a cost-of-living escalator clause) effective April 1. Roadmen will receive five cents per hour effective October 1, 1950, an additional five cents effective January 1, an additional 2½ cents effective March 1, and an additional six cents (under the escalator clause) effective April 1. Yardmasters will receive increases on the pattern of those granted to yardmen.

February Increases Included

These increases include the hourly increases of 12½ cents to yardmen and five cents to roadmen which the Army ordered last February that the railroads pay retroactively to October 1, 1950. The Army order involved was issued after President Truman had directed Secretary of the Army Pace to take "appropriate action" to end the strikes of "sick" switchmen who were members of the B.R.T.

In addition to the interim wage increase, the Army order embodied an ultimatum calling upon the "sick" switchmen to return to work or be dismissed from their jobs with result-

ant loss of seniority. That brought the switchmen back to work. The Army has been operating the railroads since August 27, 1950, when President Truman seized them in the face of a nationwide strike threat posed by the B.R.T. and Order of Railway Conductors. (*Railway Age* of September 2, 1950, page 71, and February 12, page 121.)

Dining car stewards are also involved in the present settlement. They will have their basic hours per month reduced from 225 to 205 without reduction in pay. In addition, the stewards will receive a total pay increase of \$34.42 per month, payable as follows: \$4.10 per month, retroactive to January 1, an additional \$18.02 per month, retroactive to March 1, and an additional \$12.30 per month (under the escalator clause) retroactive to April 1.

40-Hr. Week for Yardmen

Another provision of the settlement calls for the establishment of a 40-hour week "in principle" for yardmen; but, as the joint statement put it, "both parties have agreed to set it aside under present emergency conditions and manpower shortages until January 1, 1952." During the interim, employees on individual roads "will have the option of working either the present seven-day week or going to a six-day week." This option may be

exercised by serving a three-month notice on the road involved.

On and after October 1, three months' notice is to be given of a desire to go on the 40-hour week. When the 40-hour week becomes effective, the yardmen will receive an additional wage increase of four cents per hour.

The escalator clause is a provision under which the wages involved in the agreement are geared to changes in the consumers' price index published by the Bureau of Labor Statistics. Like those of previous railway wage agreements, the clause provides that changes will be made quarterly with wages going up or down one cent per hour for each one-point change in the index. The index for this purpose will be 178, and that part of the raise which will become effective as of April 1 results from the rise in the index of more than 6 points above that base—to 184.5.

As for the two working rules in dispute, the agreement calls for appointment by President Truman of a referee to decide points of difference between the parties. The "memorandum agreement" signed December 21, 1950, would have made the President's assistant, Dr. John R. Steelman, the arbitrator of any rules issues. Under the present agreement, the President could still appoint Dr. Steelman, but the B.R.T. is on record in opposition to having the presidential assistant in that role. The rules in dispute are those relating to pay for coupling or uncoupling air, steam or signal hose; and the pay of road service employees for performing more than one class of service on a single trip.

The joint statement announcing the agreement was issued by regional car-

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From Planting to Marketing . . .

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SERVING America's fertile tobacco producing territory, *Coast Line* plays an important role tobacco-wise—from planting to marketing. All along the line modern expeditious transportation keeps the golden leaf moving through warehousing, processing and finally in the form of the finished products delivered to tobacco counters everywhere.

ATLANTIC
COAST LINE
RAILROAD

rier conference committees, which represent railroad management, and the B.R.T. Chairmen of the carrier committees are: L. W. Horning, East; D. P. Loomis, West; and C. D. Mackay, Southeast. Negotiators representing the B.R.T. were headed by President Kennedy.

The joint announcement's statement to the effect that the settlement was based on the December 21 agreement served to recall how the management representatives have insisted that any settlement would have to be bottomed on that pact. As noted above, the pact was signed by B.R.T. President Kennedy and the chief executives of the other three operating brotherhoods only to be rejected by the general chairmen of those unions. (*Railway Age* of December 23, 1950, page 30, and January 15, page 238).

Settlement of the B.R.T. case left pending the similar demands of the other three "op" unions, i.e., the Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen & Enginemen, and O.R.C. Representatives of those unions have also been holding meetings in Washington with carrier representatives. Such meetings were in recess last week, being scheduled to resume June 6.

House Group Hears Of "Lost" N.P.A. Files

Told General Motors got relief as "hardship" case

The National Production Authority's "Mystery of the Vanished Papers" became a little clearer last week. So did the question of who got "preference" in locomotive steel allocations.

More witnesses appeared before the House Monopoly subcommittee, and out of their testimony it appeared that General Motors Corporation received "emergency" relief because the chief of N.P.A.'s Iron and Steel Division considered G.M. a hardship case.

It developed that other locomotive builders were not, for various reasons, considered to be in the same "emergency" situation. So they were recommended for "DO" ratings instead of the more powerful "directive" of the type given G.M.

This explanation was advanced in reply to charges that G.M. obtained steel for its Electro-Motive Division under conditions that smacked of favoritism.

William G. Knight, an official in N.P.A.'s Railroad Equipment Division, advanced the charges. He appeared before the House subcommittee on May 21 and told the following story:

Back in February and March, before a regular locomotive program was set up in N.P.A., the builders needed "interim relief" to keep going. So the equipment division drew up recommendations for steel tonnages and for-

warded these to the Iron and Steel Division for action. But only G.M. got approval. The recommendations for the other builders were inexplicably "lost." When they were resubmitted they were "lost" again.

The locomotive builders allegedly discriminated against were American Locomotive Company, General Electric, Baldwin-Lima-Hamilton Corporation, and Fairbanks, Morse & Co.

Since Mr. Knight testified the subcommittee has heard from other members of N.P.A.'s staff, including some from the Iron and Steel Division. The first set of "lost" recommendations did not turn up, but the second set was found.

"They have never been lost," H. B. McCoy, an assistant N.P.A. administrator, told the subcommittee on May 25. These papers, it seems, were in Mr. McCoy's office right along.

According to Mr. McCoy the papers came to him from Merwin W. Cole, chief of the Iron and Steel Division. Mr. Cole had cleared the locomotive builders for a "DO" rating, rather than the "directive" recommended by the equipment division.

As chief of industry operations in N.P.A., it was up to Mr. McCoy to settle this difference between his divisions. By the time this was done it was too late to make the June schedules in the steel mills, and it was there the matter died.

Meanwhile, however, the "directive" which Mr. Cole approved for G.M. had gone back to the railroad equipment division where it was countersigned by Robert L. Glenn, chief of that division. Mr. Glenn said later that he signed it thinking similar directives for other locomotive builders would be along shortly.

In trying to get the story straight,

and determine whether G.M. was given preferred treatment at the expense of other locomotive builders, the Monopoly subcommittee held three days of public hearings. Mr. McCoy, Mr. Cole and Mr. Glenn were among those appearing as witnesses.

Takes Responsibility

Mr. Cole took full responsibility for granting the "emergency" directive to G.M. There was no favoritism in the matter, he declared. He said his action was based on evidence furnished by the company that their Electro-Motive Division was in dire need of steel, and he added that similar evidence was not furnished by other builders.

As to the first set of "lost" recommendations, Mr. Cole said it was "inexcusable" that such a thing should happen. He said the second set reached him in mid-March and he signed them about March 20.

Mr. Cole also told the subcommittee that he is a "without compensation" government employee. He is on leave from his job as assistant general manager of western sales for Bethlehem Steel Company. In the latter job he sold steel to G.M., but he assured the subcommittee that his decisions at N.P.A. were not based on any friendship he might have with G.M. procurement officers.

On May 25 the House group heard another employee of the Iron and Steel Division deny that G.M. received preferred treatment. Henry P. Rankin Jr., a section chief in the division, said he prepared the G.M. "directive" upon instructions from Mr. Cole. He then signed the order "merely because I happened to be the one to work it out."

Mr. Rankin is another "without compensation" employee at N.P.A. He



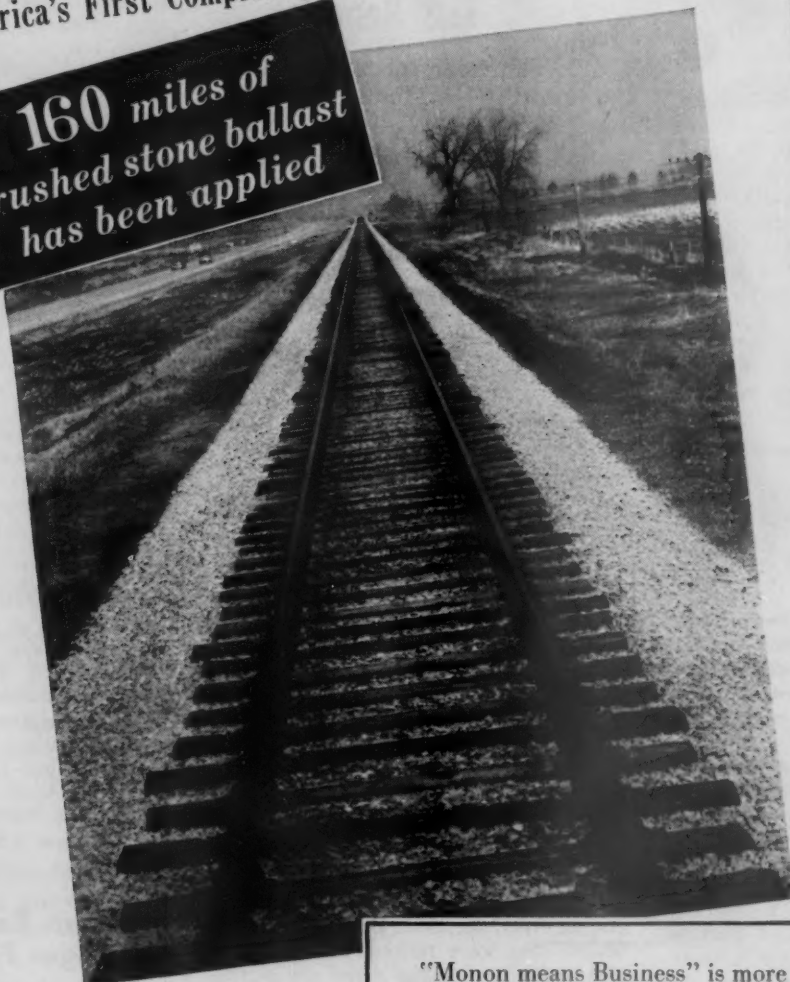
NEW SALES AND SERVICE HEAD-QUARTERS at Cleveland, recently opened by Fairbanks, Morse & Co., is the sixth such office completed thus far in the company's expansion program. Located at 3000 West 117th street, the building houses not only the Cleveland branch office, but also diesel and scale shops, a large warehouse, a repair parts

department and a display floor. Present from Chicago headquarters for dedication of the \$300,000 structure were President Robert H. Morse, Jr., Vice-president and Treasurer L. W. Stolte and Vice-president (sales) O. O. Lewis. Harry E. Brown, with the company for more than a quarter of a century, is manager of the new headquarters

PAGES FROM THE *Monon Record of Progress*

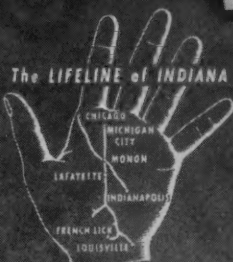
America's First Completely Dieselized Class 1 Railroad

160 miles of
crushed stone ballast
has been applied



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MONON
THE HOOSIER LINE



Chicago, Indianapolis and Louisville Railway Company

is on leave from the Republic Steel Corporation where he is assistant general sales manager of the Bar Sales Division. The first day of the hearings Republic Steel was identified as having recently borrowed \$40,000,000 from General Motors.

In response to questions from the subcommittee, Mr. Rankin said it was his understanding that other builders were approved for "DO" ratings rather than "directives" for the following reasons: American was tied up in a strike at the time; Fairbanks, Morse had not submitted "a bill of particulars" on their steel needs; G.E.'s needs were for a "very minor tonnage," and Baldwin-Lima-Hamilton had already received "spot relief" amounting to 410 tons.

Mr. Glenn also appeared before the subcommittee May 25 to explain his division's role in the mix-up. He said the amount of steel involved in the "interim relief" dispute was "around 7,500 tons," and he said his group had recommended that G.M. be given 2,663 tons. The "directive" approved by the Iron and Steel Division was for this amount, Mr. Glenn said.

The builders "were all in need of steel," Mr. Glenn said, and he explained that "interim" steel supplies

were to keep production going until a regular steel-allocation program for locomotives would be worked out.

Commenting on the "lost" sets of recommendations, Mr. Glenn told the subcommittee that only after the hearings opened did he learn the other locomotive builders were given a "DO" rating rather than the "directive" he had recommended.

Car Supply Improved In April, Gass Reports

C.S.D. chairman calls month "noteworthy" in that respect

The month of April was "noteworthy" for Class I railroads because more new cars were installed than in any month since June, 1949, and retirements were at the lowest ebb since February, 1947. In addition, the backlog of new cars on order at the end of the month moved to a new record high of 144,239.

This report on the equipment situation was included in the latest issue of the "National Transportation Situation," published monthly by the Car Service Division, Association of American Railroads.

Arthur H. Gass, chairman of the division, said Class I roads installed 7,841 new cars in April. Retirements during the month totaled 3,727 cars. Since May 1 last year Class I roads have increased their serviceable ownership by about 34,000 cars, Mr. Gass reported.

Meanwhile, Mr. Gass noted that new car deliveries in April, as reported by the American Railway Car Institute, totaled 8,274 cars, and the May 1 backlog was 155,871 cars. These figures are for all domestic users, he said.

Other figures in the C.S.D. report showed that Class I roads installed 60,357 new freight cars in the year ending April 30, 1951. During the year 68,193 cars were retired. The gain in serviceable ownership came via a reduction in the number of cars held for repairs. On May 1 these totaled 91,505, whereas a year ago the total was 133,349.

Turning to a discussion of the car situation, Mr. Gass noted that the past month has seen "a continued easing" of boxcar shortages. He noted, however, that boxcar loadings so far this year continue to exceed those of the past two years, with loadings the first 18 weeks amounting to 6,025,330 cars.

The C.S.D. chairman called attention to Special Car Orders 78 and 79 recently issued by his division. These orders, effective May 1, generally require the homeward movement of boxcars, and Mr. Gass said the net effect of the orders should be "a gradual increase of system equipment on home lines in all districts." This is necessary, he added, "if proper re-

pairs are to be made and the box car fleet maintained in good order."

Mr. Gass also noted that quota requirements on eastern roads, directing a flow of empty box cars to the west, were cancelled at the end of April. During the time these orders were in effect the western roads received nearly six per cent more cars than the orders required, he said.

As to other types of freight cars, Mr. Gass reported the hopper car supply has "tightened up" with some minor shortages reported on roads east of the Mississippi River. Demands for gondolas continue "heavy," as is the case with covered hoppers.

Requirements for the transportation of iron ore "are probably heavier now than ever before," Mr. Gass said in discussing the open top car situation. Consumption of ore in the first three months of 1951 was about three million tons above that of last year.

The lake ore program is about on schedule to reach the 90-million ton objective, but with a break in the weather this year's tonnage may exceed the record of 92 million tons handled in 1942, Mr. Gass reported. He added that lake coal movements have also started well, and said there should be no "serious" difficulties in meeting the 53 million ton program for Lake Erie this year.

Reported increased demands for U.S. coal abroad may result in a total of over 25 million tons to overseas destinations in 1951, Mr. Gass said. In the first four months this year coal exports totaled 7,351,004 tons.

Average turn-around time of freight cars in April, as reported by Mr. Gass, was 15.18 days. The comparable figure for April, 1950, was 15.61 days. On the basis of reports from 718 cities in all 13 shipper board districts, cars detained beyond the free time of 48 hours averaged 13.82 per cent of those placed in April. This was the lowest report since November, 1944, when the detention was 13.5 per cent, Mr. Gass said.

Southern Roads Seek Passenger Fare Increase

Railroads in Southern territory have petitioned the Interstate Commerce Commission for permission to increase their one-way passenger fares by 10 per cent. The increases would apply both to sleeping and parlor cars and coaches.

The new first-class fares, on a one-way basis, would approximate 3.85 cents per mile, compared to the present 3.5 cents. Coach fares would increase to approximately 2.75 cents per mile from the present 2.5 cents. The minimum one-way fare would also be increased, from the present 15 cents to 25 cents.

As set out in the roads' petition, round-trip fares would be placed at 180 per cent of the increased one-way fares. On this basis the new round-trip fares would approximate 3.465 cents per mile in sleeping and parlor

"Man Bites Dog" Dep't

Illinois Commission Hits Low Fare Law

An investigator for the Illinois Commerce Commission has testified in Chicago that the state's 2-cent-a-mile maximum intrastate passenger fare law is doing a "great injustice" to the Chicago, Aurora & Elgin. The investigator, John W. Roberts, said the electric line's cost of providing commutation service to western Chicago suburbs is greater per passenger-mile than the present legal maximum fare. Mr. Roberts' testimony was presented before the commission, at a hearing in which the road has asked that a temporary 25 per cent increase in commutation fares be made permanent.

Mr. Roberts told *Railway Age* that the commission is fully cognizant of the "archaic" nature of the Illinois fare law, which was enacted shortly after the turn of the century. The C.A.&E. case, he said, provides an excellent example of how the law has become unfair under present conditions of inflation, "so we are taking a crack at it." Mr. Roberts said that, in his opinion, the law was an important contributing factor in the present suburban service problem in Chicago. He added that although the commission's decisions must necessarily be bound by the provisions of the law, "we are concerned equally with the welfare of the railroads and their passengers and we hope that this law will eventually be repealed."

TAKE THE *Chance* OUT OF CHOICE



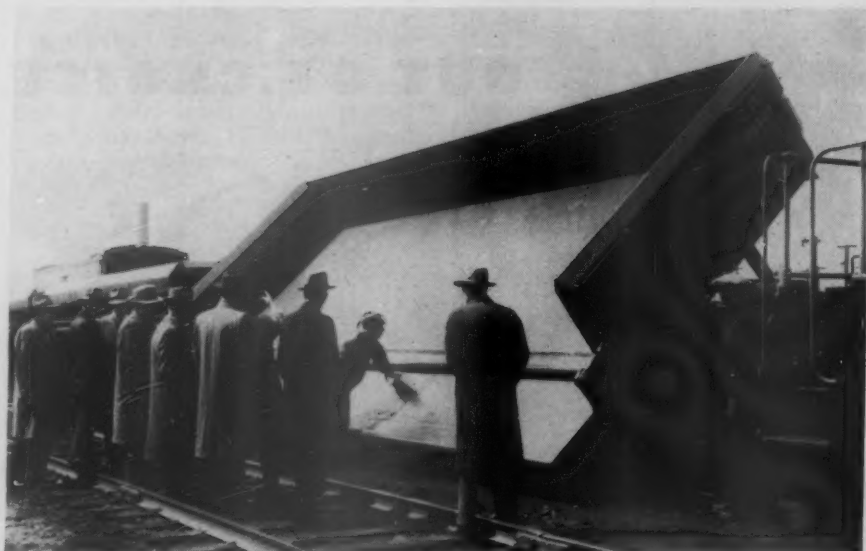
No executive decision is of greater importance or has more far-reaching and irrevocable effects than the choice of an industrial site. For upon such a decision may well rest the future and the financial stability of the business. The right choice means growth and expansion; the wrong can mean complete loss. That's why C & O's Industrial Development Department can be of invaluable aid in guiding your choice. Its facilities are available without cost or obligation to concerns contemplating a new location. Actually, C & O has a stake in your correct choice, for the prosperity of the railroad depends upon the success of the communities and industries it serves. That's why C & O's Industrial Development Department has devoted such intense research to analyzing every aspect of the business potential of its territory, including data on natural resources, markets, sites, transportation, labor, power, taxes, water, temperature and living conditions.

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CHESAPEAKE and OHIO RAILWAY



NEW DUMP CAR FOR CANADIAN NATIONAL—One of a new type of air dump car received by the C.N. recently from the Eastern Car Company being inspected by officers of the road's Atlantic region at Moncton, N. B. Twenty-eight of the cars were ordered (*Railway Age*, July 15, 1950, page 67), for use in ballasting and other track maintenance and construction work. Sides of the car slope outward, permitting ballast to be deposited on the

shoulder of the roadway. Among those inspecting the car are W. E. Robinson, vice-president and general manager, Atlantic region; R. B. Graham, general superintendent, transportation; Eric Wynne, general superintendent, motive power and car equipment; C. W. Rand, superintendent, car service; Harold Fuller, assistant engineer, maintenance of way; T. H. Carroll, supervisor, work equipment; R. E. Allanach, roadmaster; and George Sirois, general yardmaster

cars and 2.475 cents per mile in coaches.

The roads asked permission to file and publish the increased fares on five days' notice. Twenty-seven roads signed the petition, but one of them, the Frankfort & Cincinnati, said it was seeking increased fares only for coaches. These roads said the last passenger fare increases in the South were authorized early in 1948.

Since that time, they said, there have been increases in all operating costs. Wages are up 52 per cent over 1947, they declared. They pointed out that the same volume of fuel and materials and supplies would cost about \$67 million more in 1951 than in 1947.

Even with the interim increases already authorized in the Ex Parte 175 rate case, the five major passenger-carrying roads in the South expect a composite rate of return of only 2.7 per cent in 1951, the petition said. It added that a "substantial portion" of gross revenue for these five roads is derived from passenger service, and passenger revenue constitutes "the major portion" of their passenger service gross.

These five roads, according to the petition, are the Atlantic Coast Line, Florida East Coast, Louisville & Nashville, Seaboard Air Line and Southern.

Hearing In Ex Parte 177

A hearing in Ex Parte No. 177—the pending express rate case—has been scheduled for June 18 at Brooklyn, N. Y., before I.C.C. Examiner Diamondson.

Commutation Fare Cases

The Boston & Maine has filed a petition with the Interstate Commerce Commission, asking for authority to increase its monthly commutation fares by about 66 2/3 per cent. Both the 46-ride and the 60-ride tickets would be subject to the proposed increases.

A new minimum rate of \$11.50 would be established for 46-ride tickets, while 60-ride tickets would be subject to a minimum of \$15.00. The road also proposes to restrict the use of one-way round trip and 30-day round trip coach tickets so the minimum rate per ticket shall be established at \$1.25.

Under the proposed increases, the road would "round up" fares to the nearest cent before computing the 66 2/3 per cent increase. This would result in some increases being "slightly less" than 66 2/3 per cent.

The higher fares, the road said, are necessary to enable it to continue to provide adequate and efficient transportation. It noted that in 1947 the commission authorized a commutation fare increase, based on conditions similar to those now existing. Then, as now, the cost of wages, materials and supplies had moved far ahead of revenue, the road declared.

In another commutation-fare increase case, the commission has suspended until December 12 the increases recently proposed by the Hudson & Manhattan. Hearings in this case have been scheduled for June 11 at New York before Examiner Walsh.

The H.&M. filed its proposed in-

creases on April 11, to become effective May 13. These would have increased trans-Hudson River fares, between New Jersey and New York, from 15 cents to 20 cents.

Train-Dropping Cases Must Go to State Courts

The U. S. Supreme Court has ruled unanimously against the Southern in two cases in which the road sought to discontinue passenger service on two of its lines in Alabama.

Findings of a U. S. District Court were set aside by the high court, which ruled that the Southern should have gone to the state courts to seek relief before taking the cases into federal court.

The two cases were similar in that both involved rulings by the Alabama Public Service Commission. In one instance, the state commission denied permission for the road to discontinue two daily passenger trains between Tusculumbia, Ala., and Chattanooga, Tenn. The Southern appealed to the district court which found the commission order void and issued an injunction against its enforcement.

In the other case the road sought similar permission with respect to two passenger trains between Birmingham, Ala., and Columbus, Miss. The trains were temporarily discontinued under an Interstate Commerce Commission order to save coal during a coal strike. When the road asked to discontinue the trains permanently, the state commission refused to grant hearings until service was restored. An impasse developed and the road again applied to the district court, which entered an order similar to that in the previous case.

Chief Justice Vinson handed down the Supreme Court's decision in both cases. The high court held that adequate state review of the state commission order was available to the Southern and intervention of a federal court was not necessary for the protection of federal rights.

Delivery of Used Rails, Axles Restricted by N.P.A.

Order M-64, effective May 28, was issued by the National Production Authority to restrict deliveries of used rails and railroad car and locomotive axles. According to an N.P.A. statement, the order was issued "to make available a larger number of used railroad rails and used axles from locomotives and freight and passenger cars for re-use or as scrap."

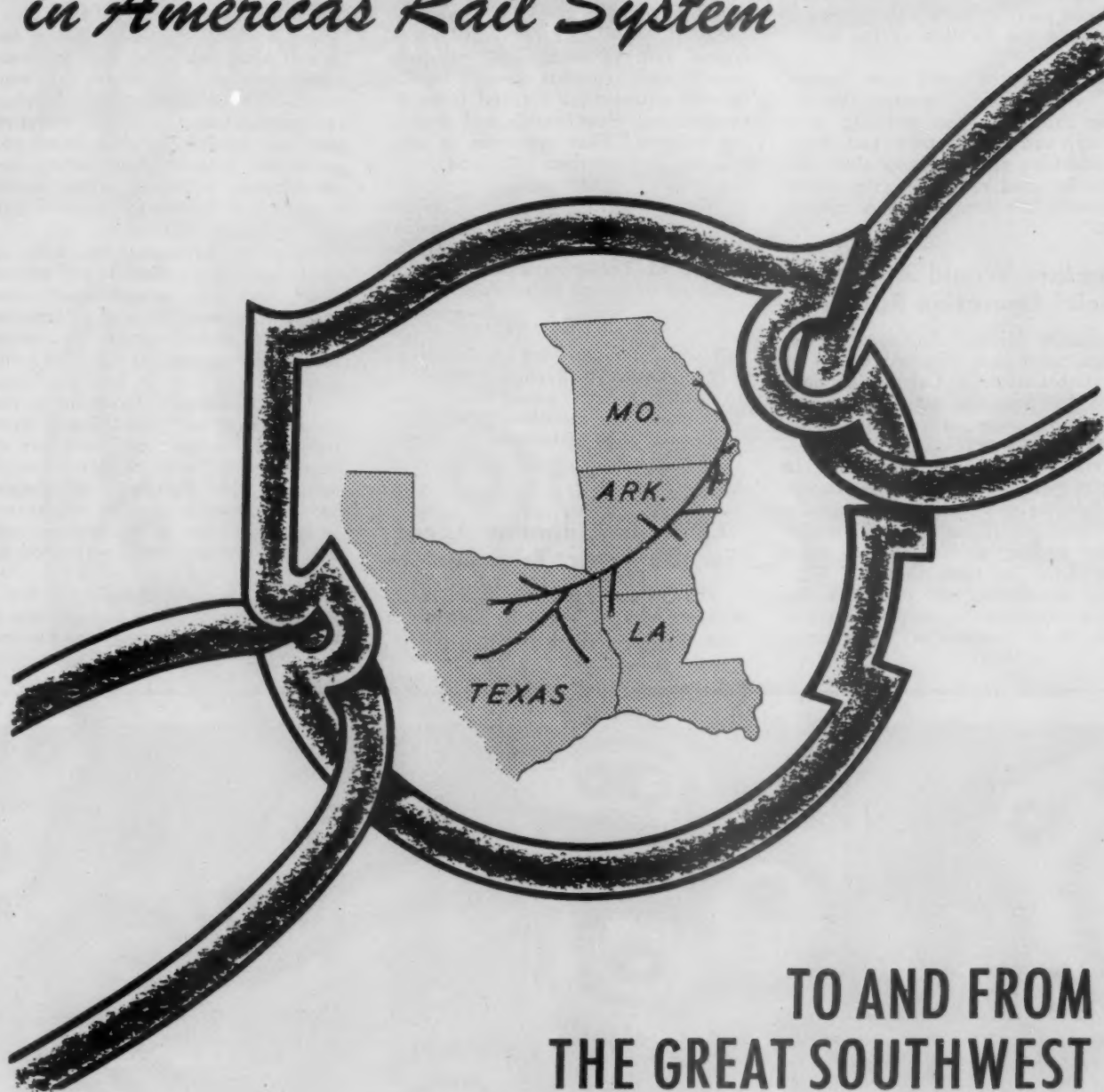
The statement summarized the order's "three major provisions" as follows:

1. After May 31, no person shall deliver or accept delivery of used rails or used axles of rerolling or scrap grade in an amount exceeding 10 tons of each item in any one month except by written authorization of N.P.A.

2. N.P.A. from time to time will allocate the supply of used rails and

A VITAL LINK

in America's Rail System



TO AND FROM
THE GREAT SOUTHWEST



axles and specifically authorize quantities that may be delivered for particular uses.

3. Applications for authorizations must be filed with N.P.A. by the owners of materials. The application should state the quantity of used rails or used axles involved, the grade, contemplated party or parties to the transaction, and the location of the material.

Issuance of the order was "necessary," N.P.A. said, "because the re-rolling rail mills, the re-rolling axle industry, and the foundry and forging industries are increasing their demands for used rails and axles while inventories are dropping to a critical point."

Examiner Would Approve Special-Operation Bus Fares

Examiner Michael T. Corcoran has recommended in a proposed report an Interstate Commerce Commission finding to the effect that present fares and charges of common-carrier bus companies for the transportation of passengers over irregular routes and in special operations are not unreasonable or otherwise unlawful. The commission last December issued a report making a like finding with respect to other fares of the bus lines involved.

The proceeding out of which Examiner Corcoran's proposed report came is a commission investigation

docketed as No. MC-C550. The examiner recommended that the investigation be discontinued.

I.C.C. Guides to Wage, Employment Reporting

The Interstate Commerce Commission has issued a revised "Wage Statistics Inquiries" and a revised "list of typical railroad occupations or positions in each reporting division together with alphabetical list and index to occupational classification and reporting divisions." They supersede, in turn, editions of November, 1921, and January, 1933.

"Wage Statistics Inquiries," as its foreword explains, is a "memorandum of informal instructions issued by the Bureau of Transport Economics and Statistics in answer to inquiries regarding railroad reports of employees, service and compensation." The list of typical occupations is "for use in assigning employees to 'Reporting Divisions' in monthly reports" to the commission. Both documents are dated April, 1951, and complement revised reporting rules issued under a commission order effective January 1.

D.T.A. Is Claimant Agency For Domestic Transport

The Defense Production Administration on May 24 issued its Administrative Order No. 1, designating the De-

fense Transport Administration and several other agencies as "claimants to present requirements" to D.P.A. for programs and areas specified. D.T.A. was designated the claimant agency with respect to: (a) domestic transportation except programs designated for the secretary of commerce; (b) storage; and (c) port facilities.

The secretary of commerce was designated with respect to: (a) Maritime Administration programs for coastwise, intercoastal, and overseas shipping, and merchant ship construction and repair; (b) Bureau of Public Roads programs for highway construction and maintenance, including urban streets, regardless of financing; (c) civil aviation programs for which the Civil Aeronautics Administration and the Civil Aeronautics Board are responsible; and (d) other departmental programs, except Office of International Trade and National Production Authority programs, as specified in the order.

N.P.A.'s claimant functions include those relating to "production of materials and products not elsewhere assigned herein," and "civilian communications." The Petroleum Administrator for Defense is claimant with respect to the production, processing and refining, and distribution of petroleum and gas.

"These claimant agencies," a D.P.A. statement said, "have the primary responsibility of drawing up the esti-

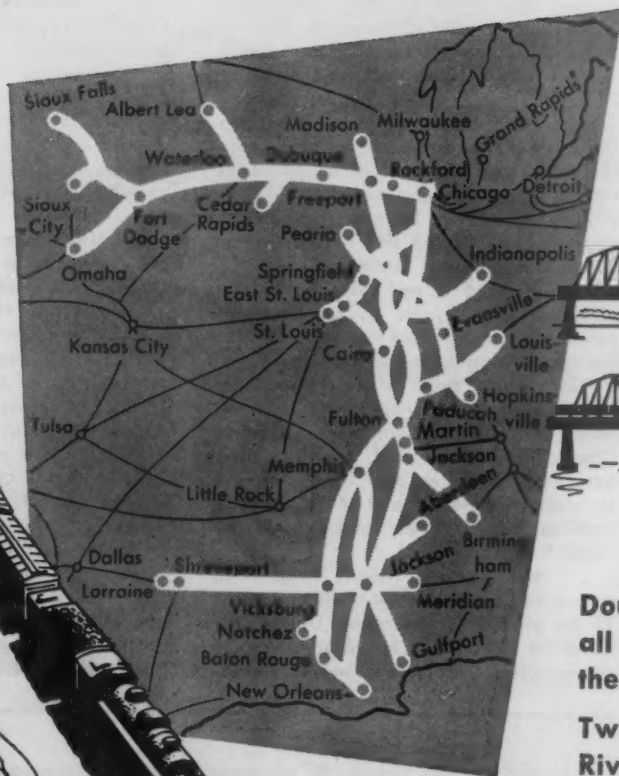
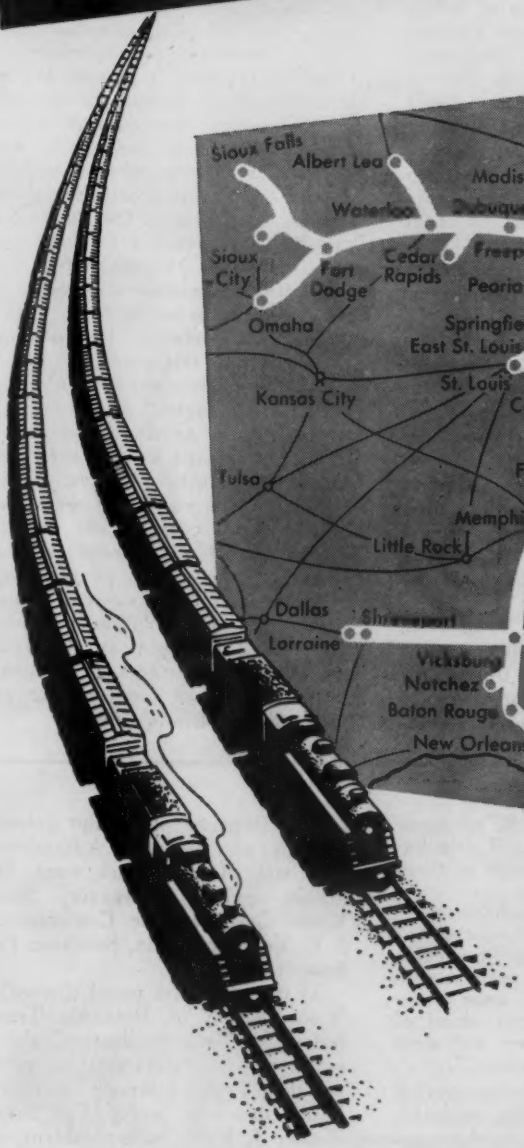


QUESTIONS OF INTEREST to labor and management were aired at Montreal, Que., on April 19 when representatives of railway unions and officers of the Canadian National met under the chairmanship of E. R. Battley, CN chief of motive power and car equipment, during the 25th annual meeting of the Union-Management Co-operative Movement, motive power and car equipment section. Seated, left to right, are: H. Smith, president division No. 4, A.F. of L., Montreal; J. A. Argo, assistant vice-president, traffic; E. Ackerman, general secretary, Co-operative Movement; Mr. Battley; B. L. Daly, director, CN, Montreal; E. P. Stemshorn, assistant chief, car equipment, Montreal; E. J. Cook, superintendent, car shops, Winnipeg, Man.; A. Beardshaw, general superintendent, motive power and car equipment, Winnipeg; A. C. Melanson, works manager, Point St. Charles shops; and W. C.

Sealy, general superintendent, motive power and car equipment, Toronto, Ont. Labor delegates in the second row, are left to right, F. R. Blais, secretary, western region federation, Winnipeg; N. O. Oliver, pipefitters, Toronto; T. W. Reid, machinists, Winnipeg; A. E. Payne, sheet metal workers, Montreal; J. J. Cupello, president system federation No. 11, A.F. of L., Montreal; Geo. Lutes, secretary-treasurer, system federation No. 11, A.F. of L., Moncton, N.B.; W. H. Varley, boilermakers, Montreal; J. Duffin, traveling representative, system federation No. 92, A.F. of L., Battle Creek, Mich.; and J. C. White, vice-chairman, system federation, No. 11, A.F. of L., Niagara Falls, Ont. When the meeting adjourned, Mr. Battley, who stepped down as chairman of the section, was given a portable radio on behalf of union leaders representing various trades in the road's shops and enginehouses.

ILLINOIS CENTRAL

NO CONGESTION on the MAIN LINE



**Double track or multiple lines
all the way . . . Great Lakes to
the Gulf.**

**Two bridges over the Ohio
River.**

The shortest and fastest route between Great Lakes and Gulf is in even better condition today than when it proved its great capacity during World War II.

Ask your Illinois Central Traffic representative or write to Oscar L. Grisamore, General Freight Traffic Manager, 135 E. Eleventh Place, Chicago 5, Illinois.

**ILLINOIS
CENTRAL
RAILROAD**

Main Line of Mid-America

mated requirements for the segments of the economy under their jurisdiction. These will then be submitted to D.P.A.'s Office of Program Requirements. . . . They will be matched against estimates of the total supply of the materials that will be available for use, as the initial step in determining the general allotments under the Controlled Materials Plan which goes into effect July 1."

The Office of Program Requirements is under the direction of Charles E. Wampler who recently became deputy administrator of D.P.A. Mr. Wampler is also chairman of the Requirements Committee, the top government body which determines how controlled materials shall be allocated. He is on leave from the American Telephone & Telegraph Co., where he was an assistant vice-president.

Knudson Urges Summer Purchasing of Fuel

Administrator James K. Knudson of the Defense Transport Administration last week joined in an appeal which Secretary of the Interior Chapman made to urge summer buying of fuel. Mr. Knudson warned that "the mounting burden of defense and defense supporting traffic will, by this fall and winter, make such heavy demands upon the nation's transport capacity" as to make it "unlikely" that spot relief can be provided as it was last winter "by near miracles in transportation."

The peak movement of fuel, which normally occurs in October and November, must this year be spread over a longer period, "including the summer months," Mr. Knudson said.

"Defense plants," he added, "are already stepping up production and their requirements for coal and other fuels will grow steadily greater. Transportation must be provided this year for ten per cent more coal than was produced in 1950 and freight cars suitable for hauling coal are in short supply and will become more so. The situation is, if anything, more acute with respect to tank cars suited to the transportation of fuel oil and liquified petroleum gases. . . . The wise consumer will stock up now."

Traffic Management Has Wonderful Future—Lacey

The field of industrial traffic management was never brighter than today, Edward F. Lacey, executive secretary of the National Industrial Traffic League, said in Knoxville, Tenn., on May 18, before the Industrial Traffic Management Conference sponsored by the University of Tennessee's department of transportation and public utilities, adding that:

"There is great opportunity for the alert traffic manager who has vision and initiative. After all, he occupies a very important position in industry—a position of broad responsibilities—and it is up to him to sell his services to his executives. On the other hand, executives more and more

News Briefs . . .

. . . Beginning May 18, the Milwaukee extended sale of its 10-ride parlor car seat tickets to travel between Chicago or Milwaukee and St. Paul and Minneapolis. The multi-seat tickets were first introduced, between Chicago and Milwaukee only, last March. Regular fares prevail. (*Railway Age*, April 2, page 72.)

. . . Purchase of 74 acres of industrial property on the Calumet river at Dolton, Ill., near Chicago, has been announced by the Chicago & Eastern Illinois. President C. M. Roddewig said the property is immediately adjacent to C. & E.I. tracks, and that a comprehensive improvement program to deepen the river channel and otherwise prepare the waterway for increased industrial traffic is underway.

. . . Montreal's historic Place Viger station, built on the site of the earlier Dalhousies Square station, will be officially closed for rail passenger traffic effective June 1. H. A. Lee, general passenger agent for the Canadian Pacific at Montreal, has announced.

The station, used in later years only for passenger trains operating between Montreal and the Laurentians, Quebec City and Ottawa, and the adjoining hotel, will be taken over by the city of Montreal, Windsor and Park Avenue stations will be used as terminals for Place Viger trains.

. . . New low air freight rates from major coastal cities of California are to be placed in effect by United Air Lines on June 10. The rates cover 26 commodities, including business ma-

chines, film, meats and poultry products, fresh fruits and vegetables, phonograph records, etc. As an example of the new rates, the cost of shipping 100 lb. of fruit from Los Angeles to Washington, D. C. will drop from \$18.56 to \$11.10.

. . . Antony Kosteas, chief engineer for the Hellenic State Railways (Greece) is participating in a six-week tour of the United States by materials handling experts from 11 European nations. Sponsored by the Economic Cooperation Administration in cooperation with the U. S. Department of Commerce, the object of the tour is to compare American methods of manufacturing and use of conveyors, cranes and industrial trucks with those current in Europe.

. . . The Canadian National's 15th annual all-expense tour to the far north sub-Arctic outpost of Churchill on Hudson Bay is scheduled to leave Winnipeg on August 10. Round-trip cost of the 2,300-mi. excursion, including meals and sleeping car berth, is \$110.65. The U. S. transportation tax applies on tickets sold in this country.

. . . The Chesapeake & Ohio's monthly magazine, "Tracks," received the highest award for excellence in the 1951 contest sponsored by the International Council of Industrial Editors. More than 800 industrial magazines were entered in this year's contest. The award, "in recognition of exceptional accomplishment in achievement of purpose, excellence of editorial content and effectiveness of design," was presented to Editor Ted O'Meara at the council's recent 10th anniversary meeting in Chicago. "Tracks" won similar awards in 1945, 1946 and 1948.

are depending upon their traffic managers for the efficient and economical distribution of their products, although at times under most trying conditions.

"The demands upon the traffic manager are ever increasing, but I believe that our industrial traffic men of today are capable and qualified to perform the many responsibilities which are placed upon them. They have a wonderful future ahead of them and I am confident they will meet the challenge to the fullest extent."

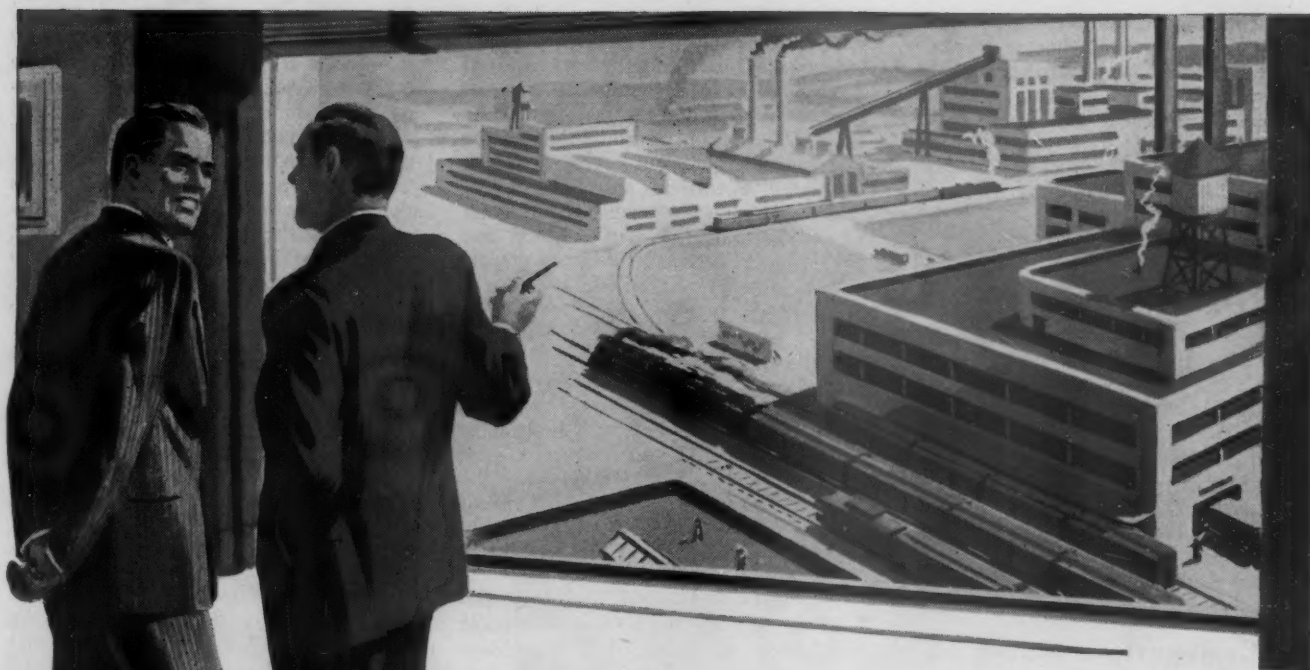
Other speakers at the two-day conference included W. S. Rainville, executive assistant, Defense Transport Administration; F. E. Luebke, general traffic manager, Kroger Company; Robert J. Bayer, editor of *Traffic World*; Dr. G. Lloyd Wilson, chairman, transportation and public utilities department, University of Pennsylvania; C. E. Widell, director of traffic, Tennessee Manufacturers' Association; A. G. T. Moore, traffic manager, Southern Pine Association; and E. W. Palmer, president, Kingsport Press.

A panel discussion on "The Relationship and Contrast Between Motor Carrier and Rail Rates in Southern Territory" occupied the morning session on May 18, the second day of the conference. The moderator was Jack H. Wilcox, chairman, Business Adminis-

tration Department, of the university's College of Business Administration. Members of the panel were W. M. Miller, general manager, Southern Motor Carriers Rate Conference, and J. G. Kerr, chairman, Southern Freight Association.

At the afternoon panel discussion on "Coordination of Domestic Transportation for Peak Utilization" the moderator was E. F. Hamm, Jr., president of the Traffic Service Corporation. Panel members were: For railroads, Walter J. Kelly, vice-president, traffic, Association of American Railroads; for air carriers, M. F. Redfern, vice-president, traffic, Air Transport Association of America; for motor carriers, Walter Mullady, first vice-president, American Trucking Associations; for pipe lines, Gordon Locke, executive secretary, Committee for Pipe Lines; for water carriers, Chester Thompson, president, American Waterways Operators Association; and for shippers, N. B. Correll, traffic manager, R. J. Reynolds Tobacco Company.

"I believe true coordination would put the heavier, longer and wider loads on rails on private right-of-way where they can be handled in trains protected by automatic signals, and confine inter-



Needle in a Haystack?

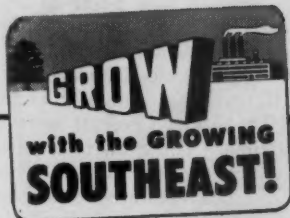
With so many factors to consider, choosing the best location for your plant may seem an insuperable task.

It need not be. There is a "short cut" and a safe one. Here it is:

Take advantage of our experienced plant location service. Without cost or obligation, complete and authentic information will be furnished on locations best suited to your requirements.

We have assisted many of the nation's outstanding companies in their plant location problems. We will gladly help you.

ADDRESS: Warren T. White, Assistant Vice President,
Seaboard Air Line Railroad,
Norfolk 10, Va.



THROUGH THE HEART OF THE SOUTH

city trucking on public highways to lighter, narrower and shorter trucks," Mr. Kelly said, emphasizing that he was speaking as a private individual and not as an officer of the A.A.R. or a representative of its member lines.

"There is a growing and insistent demand," he added, "that trucks be required to observe reasonable load limits that avoid damage to highways and bridges caused by heavy loads, and reasonable limits as to length and width that permit greater freedom of movement and avoid undue interference with safe use of highways by others. The railroads observe the same kind of limitations as to their rails, roadbeds, trestles and bridges. They do not overload to the point where existing facilities are destroyed. They rebuild their roadbeds, trestles and bridges and lay heavier rail at their own expense where necessary to take care of heavier loads."

I.C.C. Report on March 15 Deraiment at Trenton,

A broken rail caused the March 15 derailment of a New York Central passenger train at Trenton, Mich., according to an Interstate Commerce Commission report by Commissioner Patterson. The accident resulted in the death of three passengers and the injury of 15 passengers and two train-service employees.

It occurred at a point where the double-track line of the Central's De-

troit division is crossed at grade by a double-track line of the Detroit & Toledo Shore Line; and the rail involved was a closure rail connecting frogs of the crossing which is maintained by the D. T. & S. L. Examination of the rail after the accident revealed that it contained a vertical split-head defect which, the commission noted, "did not extend to the outside of the rail and could not be detected by visual inspection before the rail failed."

The train involved was N.Y.C. No. 309, a first-class passenger train consisting of a steam locomotive of the 4-6-4 type and 14 cars in this order: one express-refrigerator car, two baggage cars, three coaches, and eight sleeping cars. The first car was of steel-underframe construction; and the second, third, fifth, eighth and ninth cars were of "standard all-steel" construction. The other eight cars were of "lightweight steel" construction.

The train was southbound from Detroit, having departed from that point at 11:30 p.m., March 14. The accident occurred 31 min. later, at 12:01 a.m. on the 15th, when "a mixture of snow and rain was falling." The point of derailment is on a tangent stretch of track over which the train was traveling at about 53 m.p.h., 17 m.p.h. slower than its limit of 70 m.p.h.

The rear truck of the first car, the third to the ninth cars, inclusive, and the front truck of the tenth car were derailed. Separations occurred at each end of the second to the sixth cars, inclusive. The locomotive, tender, and

first car remained coupled and stopped with the front end of the engine 2,190 ft. south of the point of derailment. The other derailed cars stopped in various positions along the track, the rear end of the train stopping 140 ft. south of the derailment point.

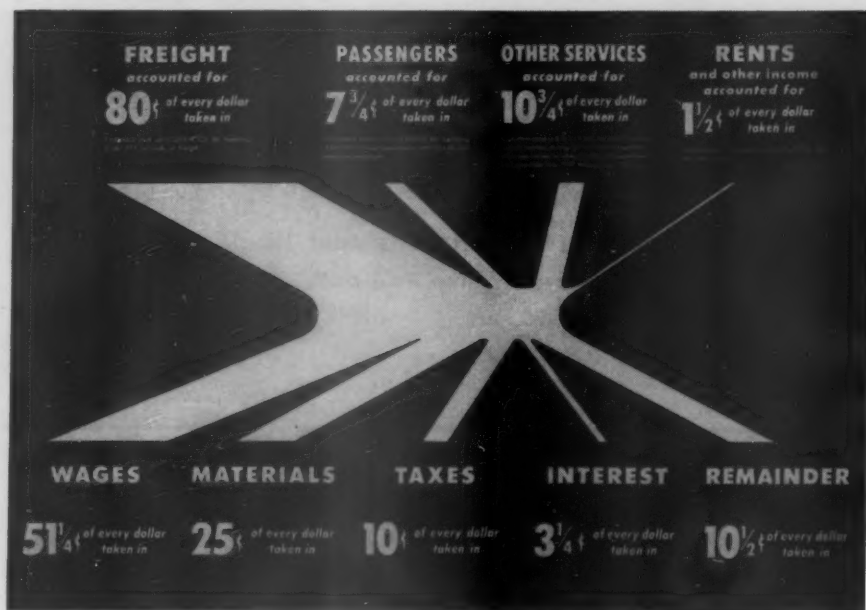
The fourth car was "destroyed," as the commission's report put it. This was one of the "lightweight steel" cars, and it was in the train between two cars of "standard all-steel" construction. The fifth and sixth cars (standard and lightweight, respectively) were "badly damaged," while the first (steel-underframe), third and eighth (standard) and seventh (lightweight) were "considerably damaged." The second and ninth cars (standard), and the tenth to fourteenth, inclusive, (lightweight) were "slightly damaged."

Discussing the evidence gathered in its investigation, the commission noted that the train's brakes were functioning properly, signals were being obeyed, and there was no "unusual movement" of the train until the derailment which caused an emergency application of the brakes. The gage and alinement of the N.Y.C. track over which the train had run were "adequately maintained," and there was no indication of dragging equipment or of any obstruction having been on the track.

The closure rail which failed was 14 ft. 11 in. in length. It was rolled in March 1925, and laid later that year in D. & T.S.L. main track. About 1939 it was removed and placed in stock until April 1947, when it was installed in the crossing at Trenton.

After the derailment, the rail was found to have been broken into many pieces, 44 of which were recovered. The vertical split began at a point 1 in. from the receiving end of the rail and extended longitudinally along the rail a distance of 8 ft. 4 in. It varied in height from 1 in. to 1 3/8 in. and the top was approximately 3/8 in. below the top surface of the rail. As the commission interpreted the evidence, it indicated that the initial break "apparently" occurred at a point 20 in. from the receiving end, and that the rail then split longitudinally.

The crossing was inspected by a D. & T.S.L. track patrolman at 11:30 a.m. March 14, and "no defects were visible at that time." The crew of a passenger train which passed over the crossing about one hour before the accident occurred told the commission's investigators that their train rode "smoothly."



"HOW THE ILLINOIS CENTRAL EARNED ITS LIVING IN 1950" is graphically shown in this chart, reproduced from the road's "annual report to employees." The chart, printed in two colors, 11 1/4 inches by 16 1/2 inches in size, is the center spread of the four-page report; the back page shows that, out of the "Remainder" of \$29.1 million (plus \$14.7 million from depreciation charges and borrowing),

\$18.5 million was spent for new equipment and other additions to property and \$18.1 million for debt reduction, \$2 million was set aside as savings for subsequent years, and \$5.2 million was paid out as dividends, or "wages," to stockholders. "This five million dollars," the statement says, "is a small return to those who own and provide us with the railroad tools with which we earn our living"

Blacksmiths to Merge With Boilermakers

By what is described as a "sweeping majority vote," the International Brotherhood of Blacksmiths, Drop Forgers & Helpers has ratified amalgamation with the International Brotherhood of Boilermakers, Iron Ship Builders & Helpers of America. The combined union will reportedly be "one of



While **PITTSBURG** Sparkles WE GLOW WITH PRIDE!



Main Shops, Kansas City Southern Lines, Pittsburg, Kansas, with complete facilities for repair and servicing of diesel locomotives.

Right—Downtown Pittsburg.



PITTSBURG, KANSAS, is celebrating its Diamond Jubilee and we are glowing with pride . . . for the Kansas City Southern has been a major Pittsburg industry since 1893.

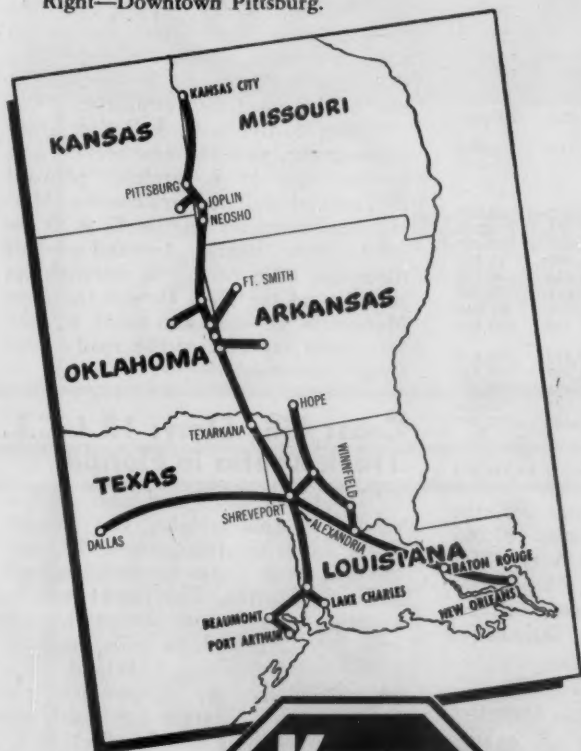
Pittsburg is a division point on our system, and our main locomotive and car shops are there.

Founded on coal, Pittsburg now is a city of varied industries. Many of its manufactures — meat products, chemical fertilizers, pottery and clay products, garments, electrical insulation—have nationwide distribution, while coal preparation plants and machinery produced in Pittsburg are used throughout the world.

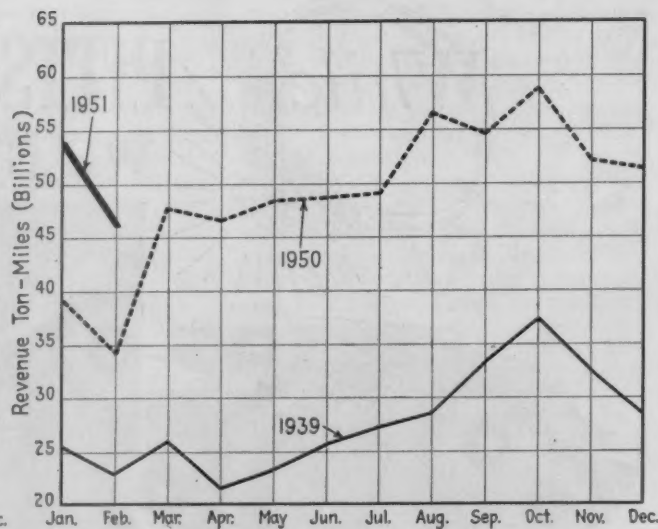
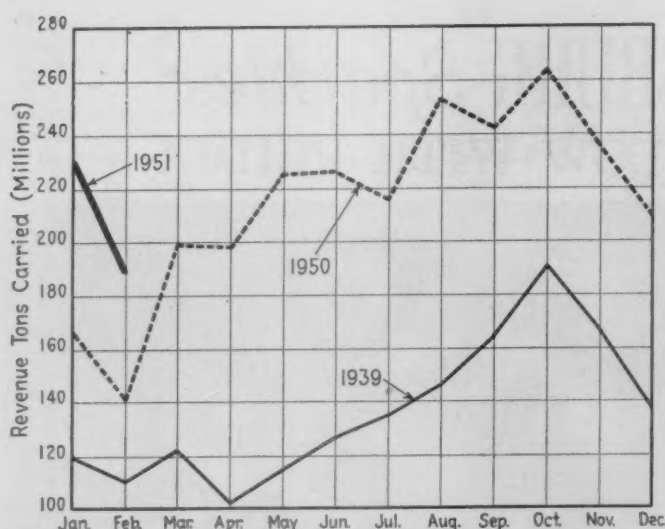
The "Keystone of Southeast Kansas" also is an educational and cultural center—home of the Kansas State Teachers College.

Our dieselized freight service for Pittsburg . . . for all of the booming Midwestern-South Central area . . . and for you . . . means quickest handling over the shortest rail route between Kansas City and five Gulf ports—New Orleans, Baton Rouge, Port Arthur, Beaumont and Lake Charles.

J. M. Scott
Vice President—Traffic



FOR RUSH SHIPMENTS
It's KCS 77 southbound from Kansas City at 8:40 nightly!



REVENUE TONS AND REVENUE TON-MILES—1951 compared with 1939 and 1950

the largest and strongest" in the American Federation of Labor. Executive boards of the two unions are currently meeting in Chicago to work out the mechanics of amalgamation.

"Signs of Life" Now Transcribed for Radio

The "Signs of Life" program of the National Safety Council (*Railway Age*, May 14, page 128) has been expanded to include a series of six five-minute radio programs which are available to radio stations without charge. The council has advised over 3,000 radio stations of the offer. All six programs—which feature musical selections by Lanny Ross—are transcribed on a single 16-in. record, so that interested stations will have the entire series available for playing at any time.

Each of the six programs mentions the highway-rail intersection problem and two of them are devoted to it entirely. Their release was planned to coincide with the summer auto travel peak.

M.P. Extends "Speedbox" Merchandise Service

Under tariffs which became effective May 25, Missouri Pacific "Speedbox" service for transportation of merchandise was made available between Kansas City, Mo.-Kan., and M. P. stations in western Missouri, Kansas and Nebraska. The "Speedboxes"—which were described in *Railway Age* January 8, page 30—are designed to be loaded with l.c.l. freight by shippers at their own places of business for movement direct to consignees in the railroad's "Eagle" merchandise service.

Freight Car Loadings

Loadings of revenue freight for the week ended May 26 were not available as this issue of *Railway Age* went to press.

Loadings of revenue freight for the week ended May 19 totaled 809,475 cars; the summary for that week, as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, May 19, 1951			
District	1951	1950	1949
Eastern	139,506	139,455	135,486
Allegheny	169,176	148,922	164,878
Poconantas	61,258	55,855	63,601
Southern	129,772	117,155	116,482
Northwestern	131,015	118,132	122,804
Central Western	117,813	107,145	113,276
Southwestern	60,935	56,649	57,383
Total Western Districts	309,763	281,926	293,463
Total All Roads	809,475	743,313	773,910
Commodities:			
Grain and grain products	42,962	38,223	48,398
Livestock	8,239	8,075	8,840
Coal	134,167	138,381	157,432
Coke	16,800	14,379	13,811
Forest products	49,077	42,976	40,100
Ore	84,816	67,951	76,787
Merchandise l.c.l.	76,416	76,770	92,946
Miscellaneous	396,998	356,538	335,576
May 19	809,475	743,313	773,910
May 12	808,127	711,789	771,738
May 5	803,337	745,996	768,327
April 28	824,662	745,295	785,444
April 21	809,520	722,688	769,347
Cumulative total 20 weeks	15,066,839	13,198,520	14,348,804

In Canada.—Carloadings for the week ended May 19 totaled 87,265 cars, compared with 87,474 cars for the previous week and 76,761 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 19, 1951	87,265	36,040
May 20, 1950	76,761	30,340
Cumulative totals for Canada:		
May 19, 1951	1,543,050	723,994
May 20, 1950	1,400,556	605,588

C. & O. Starts Fast, New Westbound Freight Service

The Chesapeake & Ohio has inaugurated a new fast freight train that cuts a full day's time off service from the Virginias, the Carolinas and other eastern points to midwestern and western destinations.

Known as the "Speedwest," the new all-merchandise train operates from Norfolk, Va., to Chicago, where it connects with western railroads, and to Toledo, for connection with the C. & O.'s Pere Marquette district and with other carriers. It is comparable, westbound, to the C. & O.'s eastbound "Expediter," inaugurated in April 1947. The 24-hour speed-up in the schedule for the 950-mile run from Norfolk to Chicago is made possible by expediting the train enroute and by keeping it out of intermediate terminals.

Arthur S. Genet, C. & O. vice-president—traffic, said the new service is a further step in a carefully planned program of traffic diversification. Merchandise revenues on the C. & O. in 1950 were nearly two-and-one-half times the 1936 combined merchandise revenues of the C. & O. and the Pere Marquette, he said, and today account for almost one-half of the road's total freight revenues.

Coast Line Starts 12 L.C.L. Truck Routes in Florida

"To provide faster and more efficient service on l.c.l. freight," the Atlantic Coast Line has inaugurated 12 over-the-road truck routes for handling such traffic in Florida. The trucks will be operated to and from stations already served by Coast Line rails, such as Jacksonville, Sanford, Lakeland, Tampa, St. Petersburg, Gainesville and Ocala; freight charges applicable are the same as those now in effect.

Inauguration of the substituted truck service will shorten transit time of some shipments 24 to 48 hours and will release freight cars now used for l.c.l. shipments for transporting defense materials. The trucks, painted to resemble the Coast Line's latest streamline equipment, will travel approximately 2,000 miles per day collecting and distributing l.c.l. shipments.

Authority for handling interstate shipments in truck service was recently (Continued on page 79)



Transportation Expert



Once just a humble worker, today's freight car now rates vast respect, not only as a highly specialized cargo container, but as a key unit in everybody's business. For today's rapidly increasing need E.J.&E. has a thousand new cars in production, and with these added to our present roster our cars in service will soon total 12,058.

Augmenting the usefulness of this larger car supply and in line with E.J.&E. policies of progress in all branches of our interconnecting carrier business, we are presently investing several million dollars in the enlargement and modernization of our Gary classification yard to double its capacity and expand its usefulness. Motive power has now been completely dieselized on the "J", and no other North American railroad has so many miles of heavy-duty continuous welded rail. In addition, the reliable performance of our skilled personnel promises continued superior service to E.J.&E. shippers, whatever tomorrow's demands.

ELGIN, JOLIET & EASTERN RAILWAY

208 South La Salle Street, Chicago 4, Illinois

Serving America by serving the great Chicago Metropolitan Area

Newest and Best to



Mid-Century **EMPIRE BUILDER**

NEW! The Mid-Century EMPIRE BUILDER, gleaming third generation of the distinguished fleet of Great Northern passenger trains preferred by discerning transcontinental travelers for nearly 25 years.

Finest of all Great Northern's great trains, the Mid-Century EMPIRE BUILDER is streamlined perfection, luxury and comfort—a modern hotel

on smooth-riding rails between Chicago and Seattle-Portland—and at NO EXTRA FARE!

Seven types of ultra-modern Pullman accommodations—drawing rooms, compartments, bedrooms, roomettes, duplex-roomettes, lower and upper berths.

Coaches featuring reclining, leg-rest seats, extra wide windows and spacious lounges.

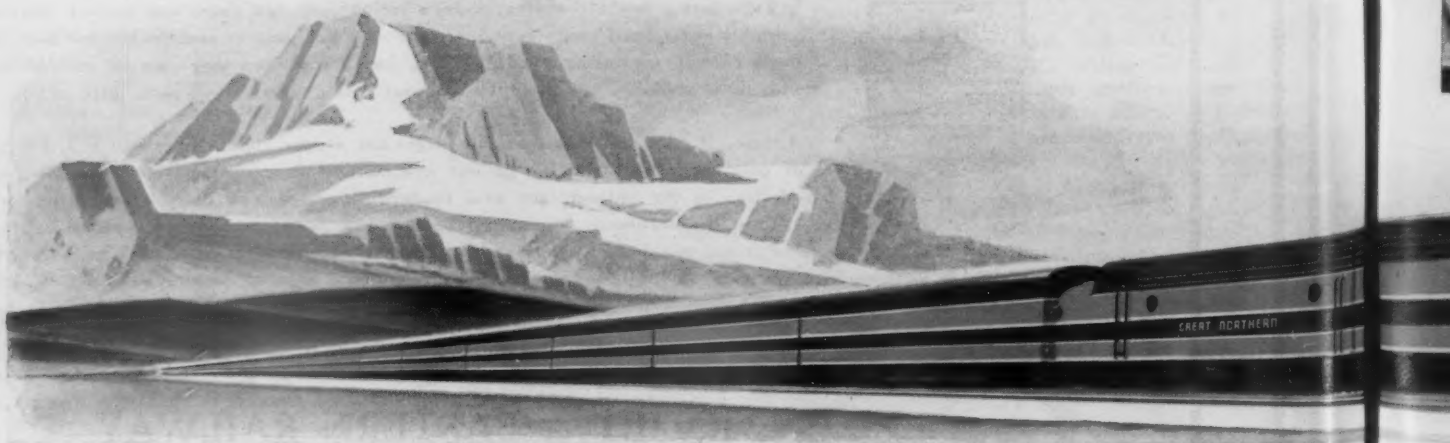
Great Northern's

Streamliners Twice a Day, Each Way, Between Chicago and Sea

—**Western Star** ★

Another sleek Great Northern streamliner—WESTERN STAR—now is in daily service between Chicago and the Pacific Northwest. WESTERN STAR is the new name for the train which began

transcontinental service in 1947 as the streamlined EMPIRE BUILDER. The completely modern Pullman-coach WESTERN STAR will serve Glacier National Park in the Montana Rockies daily from June 15 through September 10.



est to the Pacific Northwest



The Ranch

America's most unique railway car, The Ranch on the Mid-Century EMPIRE BUILDER, is Western hospitality with a lusty, cow-country flavor. Pinto leather . . . famous cattle brands . . . weathered oak decor . . . superb Great Northern food and beverages.

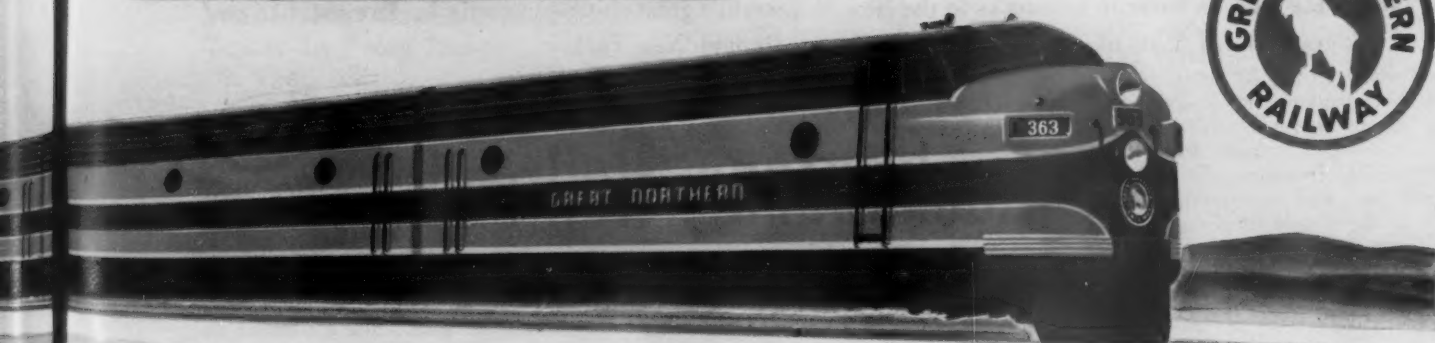
2 Great Trains

and Seattle - Portland via St. Paul, Minneapolis and Spokane



The Lounge

The WESTERN STAR's lounge car affords a luxurious setting for delightful hours enroute. Soft lounge chairs, tables for games, wide view windows, beverage service . . . all designed for great traveling.



FLOATING FREIGHT TRAINS

to beat New York's traffic jam



• Under normal conditions, an average of 750 to 800 cars of east and westbound freight per day pass over the 6 Float Bridges at the Lackawanna Hoboken Terminal.

It would be impossible to build enough bridges and tunnels to provide a jam-proof right-of-way for the tremendous volume of freight that moves to and from New York.

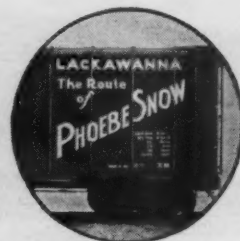
So the Lackawanna "floats" whole freight trains across the Hudson River to key docks in the New York area—on car floats like the one shown here.



Whether it's packaged freight, heavy machinery, perishables or bulk traffic, modern Lackawanna efficiency adds up to *preferred handling* for your shipments. That's why so many of the world's great shippers specify Lackawanna—to or through New York.

Lackawanna Railroad

SHIPPERS WHO ARE IN THE KNOW, CHOOSE THE ROUTE OF PHOEBE SNOW



(Continued from page 74)

granted to the A.C.L. by the Interstate Commerce Commission. The company has applied to the Florida Railroad & Public Utilities Commission for authority to transport intrastate shipments in l.c.l. lots over the same routes, and truck service will be utilized for intrastate traffic immediately after permission is granted.

Trucks "Mustn't Shirk Common Carrier Duties"

Establishment of truck weights and sizes, and their enforcement, "must be handled at a state level, but with all the tolerance that local situations can allow," Defense Transport Administrator James K. Knudson told the Richmond, Va., Traffic Club in a May 21 address in which he also outlined a "code of good conduct" for operators and users of truck transportation.

The first point in this suggested "code" was that "common carriers must never shirk their common carrier duties"; in amplification of that point, Mr. Knudson said:

"Under the law, a common carrier may not give preference of one shipper or one commodity over others. We believe most common carriers take the 'bitter' with the 'sweet' and make no distinction in service as between the more and the less profitable freight shipments. But reports of the contrary disposition reach us often enough to leave the impression that some carriers resort to subtle tactics and questionable embargoes so as to enable them to concentrate on shipments returning the highest revenue . . . A shipment victimized by these processes may be one of the highest urgency in our national defense effort . . . You cannot be presumed to know and probably will not know the degree of its urgency. And in any event, the law does not leave the discretion with the carrier."

Other points in the suggested motor transport code were generally similar to that for railroads and rail shippers which Mr. Knudson outlined in a speech at Pittsburgh on January 25.

Mr. Knudson's statement on truck weights and sizes was preceded by the assertion that "maximum utilization" of highways "calls for allowing the heaviest loading of each vehicle consistent with highway preservation. We condemn overloading and any other illegal practices, and we advocate no program which will injure our highways. But we must have a maximum contribution from them."

Would Not Include Income Taxes In Price Index

Inclusion of income taxes as a factor in compiling the Consumers' Price Index by the Bureau of Labor Statistics would destroy its usefulness as a means of automatically adjusting wage rates, J. Elmer Monroe, assistant vice-president of the Association of American Railroads and assistant director of its Bureau of Railway Economics, told a subcommittee of the House Committee on Education and Labor on May 16.

MORE MERCHANDISE SCHEDULES

Since the Freight Traffic Issue of May 7, *Railway Age* has received merchandise schedules from the following railroads:

Chicago, Indianapolis & Louisville—"Scheduled L.C.L. Merchandise Cars"; Great Northern—"L.C.L. Merchandise Schedules for Non-Perishable Freight";

Nashville, Chattanooga & St. Louis—"Regularly Scheduled L.C.L. Merchandise Cars Loaded at Stations on the N.C. & St. L. Railway and Merchandise Cars Loaded on Connecting Lines to or via the N.C. & St. L. Railway";

St. Louis-San Francisco—"Merchandise Package Car Directory of Service to and from Points On and Beyond the Frisco Railway";

St. Louis-Southwestern—"Schedule of Merchandise Cars and Co-ordinated Rail and Truck Service (L.C.L. Service Circular No. 1)"; and

Western Pacific—"L.C.L. Merchandise Service."

The railroads' interest in the index is very great, Mr. Monroe said, in view of the fact that major wage contracts include escalator clauses dependent on it. Such clauses in railroad wage agreements recently settled or in process of settlement, which provide an increase of one cent for each one point change in the index, will cost the railroads more than \$192,000,000 on an annual basis, on top of increases recently made, or prospective, in basic wage rates, which already amount to about \$398,000,000 annually, Mr. Monroe declared. Incidentally, he added, a wage increase of one cent per hour for the railroad industry means about \$30,000,000 on an annual basis.

When the railroads negotiated contracts with their employees that involved escalator clauses, the fact was considered that the Consumers' Price Index was designed to measure changes in average retail prices of goods, rents and services customarily bought by families of wage earners and moderate-income city workers, Mr. Monroe explained.

The index was developed as a price barometer and not as a measure of changes in the standard of living or of the total amount of family spending for a living, Mr. Monroe said. It is because of being thus limited in its purpose that the index can be used as it is being used in railroad wage settlements, he continued, and it will be useful for that purpose only as long as it remains solely a reflector of price changes. If a change either up or down should occur in the index reflecting the judgment of the compilers as to some change that should be made in the standard of living, then its usefulness as an escalator clause in wage contracts would be gone, he stated.

It is the automatic feature of adjust-

ing wages without a reopening of a contract that is the vital new feature of wage agreements with escalator clauses tied to the index, Mr. Monroe pointed out, adding that the usefulness of the index in bringing about long-term wage contracts depends upon both parties having full faith in it.

"The railroads do have faith in the Consumers' Price Index and in those who are compiling it, and wish to commend them for the careful and accurate way in which their work has been done," Mr. Monroe concluded. "Changes in the index have in the past accurately reflected changes in the price of goods bought by city workers of moderate income."

Railroad "Y" Membership Shows 9 Per Cent Gain

Membership in Railroad Y.M.C.A.'s of North America gained more than nine per cent for the year 1950, compared with 1949. In a letter addressed to members of the "Y's" transportation department, Col. Robert S. Henry, the department's chairman and vice-president of Association of American Railroads, said that, as a result of the 1950 continental membership drive, some 130,811 persons are now on the organization's membership rolls.

"After the end of the war in 1945," Col. Henry said, "employment on the railroads declined to a postwar low of less than 1,200,000 in 1949. Last year the downward trend was reversed and employment as of December 1950 was nearly 30,000 above the average of 1949. The increase in membership in the transportation department of Y.M.C.A. was proportionately greater than the increase in employment during the year. This is gratifying indication of the growing appreciation of the value that Y.M.C.A. has to offer men engaged in transportation work."

Gas Turbine Locomotive Test Data Released

Operation of the General Electric Company's gas turbine electric locomotive on the Union Pacific was terminated on March 31. The locomotive had been shipped to the U.P. on July 28, 1949. The first few weeks were spent on a tour, and actual operation in freight service was begun August 22, 1949. From this date to March 31, 1951, the locomotive operated a total of 94,885 miles, produced 344,950 million gross ton-miles of service and burned 1,448,787 gal. of fuel, of which about 95 per cent was bunker C oil. This is an average of 4.2 gal. per m.g.t.m. The average weight of train was 3,635 tons.

Since November 1, 1948, which is the approximate date the locomotive was placed on test in Erie, Pa., the total locomotive miles are 105,732. This includes mileage on the Pennsylvania, the Nickel Plate, and approximately 4,500 miles on the U.P. tour.

Since November 1, 1948, a total of 1,797,426 gal. of fuel oil have been burned, including some power plant testing on the water box when no locomotive mileage was produced. A total of 363,816 m.g.t.m. have been credited to the locomotive since November 1, 1948.

I.C.C. Bureau Brings Rail Cost Studies Up to Date

The Interstate Commerce Commission has issued the latest study of "Rail Carload Cost Scales by Territories," which was prepared by the Cost Finding Section of the commission's Bureau of Accounts and Cost Finding. The study, embodied in Statement No. 1-51, bears the customary disclaimer to the effect that it was "issued as information" and "has not been considered or adopted" by the commission.

The purpose of the study, its explanatory statement said, was to bring up to date the like studies made by the bureau in the past. The cost scales are "as of January 1, 1951," i.e., they are "based on year 1949 operations with adjustment to reflect wage and price levels as of January 1, 1951."

43 Complete American U.'s Foreign Transport Course

Two railroad men were among 43 students who completed on May 17 the course of the Fourth Foreign Transportation Institute conducted by the American University of Washington, D. C. The institute was held from May 1 to May 17, under the direction of Dr. L. M. Homberger, professor of transportation at the university.

Vice Admiral E. L. Cochrane, chairman of the Federal Maritime Board and administrator of the Maritime Administration, was speaker at the institute's closing dinner, which was held May 17 at the Army and Navy Club in Washington. Admiral Cochrane also presented certificates to the students who were introduced by Dr. Homberger.

Meanwhile, the "class address" had been delivered by one of the class's two railroaders—Clair N. Butler, foreign freight agent of the Norfolk & Western, with headquarters at Chicago. The other railroader was Maurice L. Little, also of Chicago, who is foreign freight agent of the St. Louis-San Francisco. Most of the other students were officers or civilian employees of the armed services, including 30 from the Military Sea Transportation Service.

Munitions Board Plans Schools on Packaging

Establishment of packaging schools to train military and civilian personnel in preservation, packaging and packing of military supplies and equipment, has been approved by the Munitions

Board of the Department of Defense.

J. D. Small, the board chairman, announced last week that several educational institutions are being considered for the schools, but no definite locations have yet been selected. Each school would provide training for 1,800 to 2,400 persons annually, with courses being of approximately two weeks duration.

The courses will include basic standard requirements of the military in preservation, packaging, packing and marking, and carloading. Mr. Small said. There will be no registration or tuition fees, but personnel from industry will have to furnish their own transportation to the schools, and pay their expenses while attending.

Mr. Small said application forms for the schools will be supplied upon request to firms that have accepted government contracts as prime or subcontractors. Such requests should be addressed to the Munitions Board Packaging Agency, Washington 25, D. C.

Telegrapher Cleared In Canadian Wreck

Telegrapher Alfred John Atherton has been cleared of blame in connection with the head-on collision between the Canadian National's east-bound "Continental Limited" and a troop train extra at Canoe River, Alta., last November 21. (*Railway Age*, November 25, 1950, page 51, and December 2, page 84.)

Atherton, charged with manslaughter following the wreck, in which 21 soldiers and railroad employees were killed, was acquitted by a jury which deliberated 40 minutes. The Crown claimed the 22-year-old telegrapher failed to relay a train order correctly—dropping two vital words and thereby bringing on the crash.

California Manufacturers Support Clean Car Program

The California Manufacturers Association, recognizing the "seriousness of the growing freight car shortage," proposed at its May 16 meeting that all industry and agriculture help the railroads make available more cars by loading and unloading promptly, as well as by taking all debris from cars before releasing them as empties to the railroads. This program was evolved by the statewide Freight Traffic Committee of the association.

W. B. Tyler, president of the C.M.A., in a message to shippers said: "The railroad car shortage during the summer and fall of 1951 will be the severest ever experienced. Unfortunately, very little relief is in sight from new car construction. The most promising opportunity to provide relief in freight car supply is in the more efficient use of the cars available." Mr. Tyler urged that each shipper take full credit for cleaning cars by posting a placard to that effect in each car cleaned. He

mentioned that the cost of the program to individual shippers would not be large. Anyway, he said, "the cost of cleaning the cars will be negligible in comparison with the ultimate cost of a crippling car shortage."

Canadian Roads Act to Overcome Labor Shortage

In an effort to overcome a growing shortage of skilled labor, the two major Canadian railways have decided to permit many workers to remain in their jobs past retirement age of 65. In the case of the Canadian National, workers who have recently gone out on retirement will be invited to return to their jobs.

The lines of work affected are chiefly mechanical and shop crafts, telegraphers, dispatchers and other highly skilled employees. The Federated Shop Crafts, Order of Railway Telegraphers and Commercial Telegraphers' Union have approved the plan.

A contributing factor to the decision of the lines to extend length of service past retirement age is the fact that the 40-hour, five-day week started on June 1. This will mean that present manpower resources will be further taxed.

Persons going past retirement age will continue to draw regular salaries at rates covering jobs they were doing at that time. Men coming back from retirement will go back to work at the wages they got when they retired.

Vandegriff Heads Georgia Ports Office in New York

The Georgia Ports Authority has opened a New York office at 1574 Woolworth building, with J. C. Vandegriff in charge as eastern traffic manager. Mr. Vandegriff is a native of Atlanta, Ga., with 31 years experience in the traffic and transportation field. Before opening his own office as a traffic consultant in 1950, he had served at New York as soliciting freight agent, commercial agent and general eastern agent, successively, for the Atlanta & West Point, the Western of Alabama and the Georgia Railroad. Prior to this he had worked in various capacities with the Nashville, Chattanooga & St. Louis at Atlanta.

1950 Freight Claims Decline 22 Per Cent

"Deeply gratifying" were the words used by C. C. Beauprie, secretary of the Freight Claim Division of the Association of American Railroads, to characterize the decrease of 21.9 per cent, or \$24,888,012, from 1949 in freight claim monies paid out by United States, Canadian and Mexican railroads. Freight claim payments in 1949 were \$113,844,712, while the 1950 figure was \$88,956,700.

In commenting on these results Mr.



Pouring out since 1945

58,000 New Freight Cars for New York Central's Preparedness Program

Putting an 11,000-mile railroad into top working or fighting trim is no overnight job. You can't wait till record peacetime production or a national emergency creates the need.

That's why New York Central started building its new freight fleet in 1945... the minute steel became available. And Central has gone right on ordering an average of some 10,000 new freight cars a year.

So, today, thousands of new New York Central freight cars are riding the rails. And more are rolling off the production lines daily in one of the largest new car programs in railroad history.

These cars represent a \$273,000,000 item in Central's preparedness plans. A vast *private investment* in the *public interest*. For it is by railroad freight, above all, that America mobilizes its might for prosperity in peace and security at all times.

New York Central

The Smooth Water Level Route



Car Surpluses and Shortages

Average daily freight car surpluses and shortages for the week ended May 26 were announced by the Association of American Railroads on May 31 as follows:

	Surplus	Shortage
Plain Box	2,944	4,858
Auto Box	0	67
Total Box	2,945	4,925
Gondola	245	3,026
Hopper	0	1,005
Covered Hopper	0	77
Stock	1,157	67
Flat	0	922
Refrigerator	5,338	0
Other	236	23
	9,921	10,045

Beauprie said that much remains to be done in the way of preventing loss and damage, and it "must be done by men at the thousands of points where freight is loaded and unloaded. These men, whether employees of shippers or carriers must maintain interest in the possibilities of prevention, and must be kept informed as to proper methods."

Mr. Beauprie went on to note that the ratio of loss and damage claim payments to gross freight revenues for U. S. railroads in 1950 was 1.08 per cent, compared with 1.55 per cent in 1949, while the claim ratio of Canadian railroads declined from 0.765 per cent to 0.72 per cent. The Freight Claim Division secretary also noted that there was a 15.6 per cent decrease in the amount of money held in suspense, and that new claims received in 1950 were 9.4 per cent below those of 1949.

Mr. Beauprie's report (Circular F.C.D.—1465) brings out the fact that in all commodity groups except enamelware and miscellaneous products of agriculture there was a decrease in the amount paid for loss and damage in 1950. Payments for damage to enamelware increased 4.1 per cent, while "losses" on miscellaneous agricultural products went up 11.2 per cent. Decreases ranged from 1.2 per cent for stoves, ranges and parts to 61.2 per cent for shell eggs. Total decrease in claim payments for all carload freight was 18.1 per cent, while for l.c.l. the reduction was 35.2 per cent.

Approximately 72 per cent of all claims received in 1950 were settled within 30 days of receipt, compared with about 70 per cent in 1950. About 90 per cent of claims were settled within 90 days after receipt, compared with 88 per cent in 1949.

Loss and damage to fresh fruits and vegetables and melons was cut drastically during 1950, with the average of \$17.54 per car being \$3.79 below the 1949 figure of \$21.33 per car. Decreases for various commodities ranged from as low as 54¢ per car to as high as \$31.56 per car on cantaloupes and

melons. Plums and prunes, turnips and rutabagas, potatoes and onions showed increases.

Waybill Studies

Additional waybill studies have been issued by Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. They are: Statement No. 5111-A, Percentage Distribution of Tons by Mileage Blocks—Terminations in 1949; Statement No. 5120, Average Rates Charged for Intraterritorial Carload Movements, by Major Commodity Groups and Selected Commodity Classes—Terminations in the Years 1947-49.

ORGANIZATIONS

Ontario Section Host at A.S.M.E. Meeting

The Royal York Hotel, Toronto, will be headquarters for the semiannual meeting of the American Society of Mechanical Engineers June 11-14. The Engineering Institute of Canada will co-sponsor several sessions. The American Rocket Society and the Institute of Aeronautical Sciences will also participate in the meeting. More than 80 papers will be presented in 38 technical sessions. The Right Honorable C. D. Howe, Canadian Minister of the Department of Defense Production, will address the banquet of the society on June 13. C. J. MacKenzie, chairman of the National Research Council in Canada, will deliver the Roy V. Wright Lecture at a luncheon on June 12.

Among the sessions are three sponsored by the Railroad division; The program for these follows:

WEDNESDAY, JUNE 13
2:30 p.m., D.S.T.

Railroad I—Fuels III

Air Pollution and Smoke Abatement, Owen R. Barefoot, superintendent motive power and car department, Canadian Pacific.

Symposium on Performance Experienced with Double-Screened Locomotive Fuels—To be participated in by

E. C. Payne, consulting engineer, Pittsburgh Consolidation Coal Company;

J. W. Swan, fuel conservation engineer, Louisville & Nashville;

W. O. Cottingham, supervisor locomotive performance, Western Maryland;

H. G. Pike, superintendent equipment, Pittsburgh & Lake Erie; and

R. M. Pilcher, assistant engineer of tests, Norfolk & Western.

THURSDAY, JUNE 14
9:30 a.m., D.S.T.

Railroad II

Recent Developments in Oil Burning on Steam Locomotives, W. A. Vanderland, research engineer, department of research, C. F.

Development Potentialities of the Alberta Oil Fields, Dr. O. B. Hopkins, vice-president, Imperial Oil, Ltd.

THURSDAY, JUNE 14
2 p.m., D.S.T.

Railroad III

Development of the Opposed Piston Diesel Engine, George A. Mueller, general sales manager, Canadian Locomotive Company.

"Power to Stop," a motion picture on braking of passenger cars, produced by American Steel Foundries.

The Central Western Shippers Advisory Board will hold its 29th annual meeting at the Antlers Hotel, Colorado Springs, Colo., June 11 and 12. Highlights of the meeting will be a talk by Chairman Daniel P. Loomis of the Association of Western Railways, an open forum on freight loss and damage prevention, and a "western style" dinner with entertainment in the nearby Garden of the Gods.

The 85th regular meeting of the Pacific Coast Transportation Advisory Board will be held at the U. S. Grant Hotel, San Diego, Cal., on June 14 and 15. The guest speaker is to be announced at a later date.

Paul W. Johnston, president of the Erie, will be guest speaker at the luncheon session of the Great Lakes Regional Advisory Board's meeting at Cleveland on June 6. The luncheon will be cosponsored by the board and the Traffic Club of Cleveland in cooperation with the Cleveland Chamber of Commerce. Subjects docketed for the business session include an open discussion on the general freight car supply and a report by C. R. Megee of the Association of American Railroads on the current transportation situation. A committee report on passenger service, to be presented by M. K. Dewitt, director of traffic, Lamson Sessions Company, Cleveland, is also on the docket.

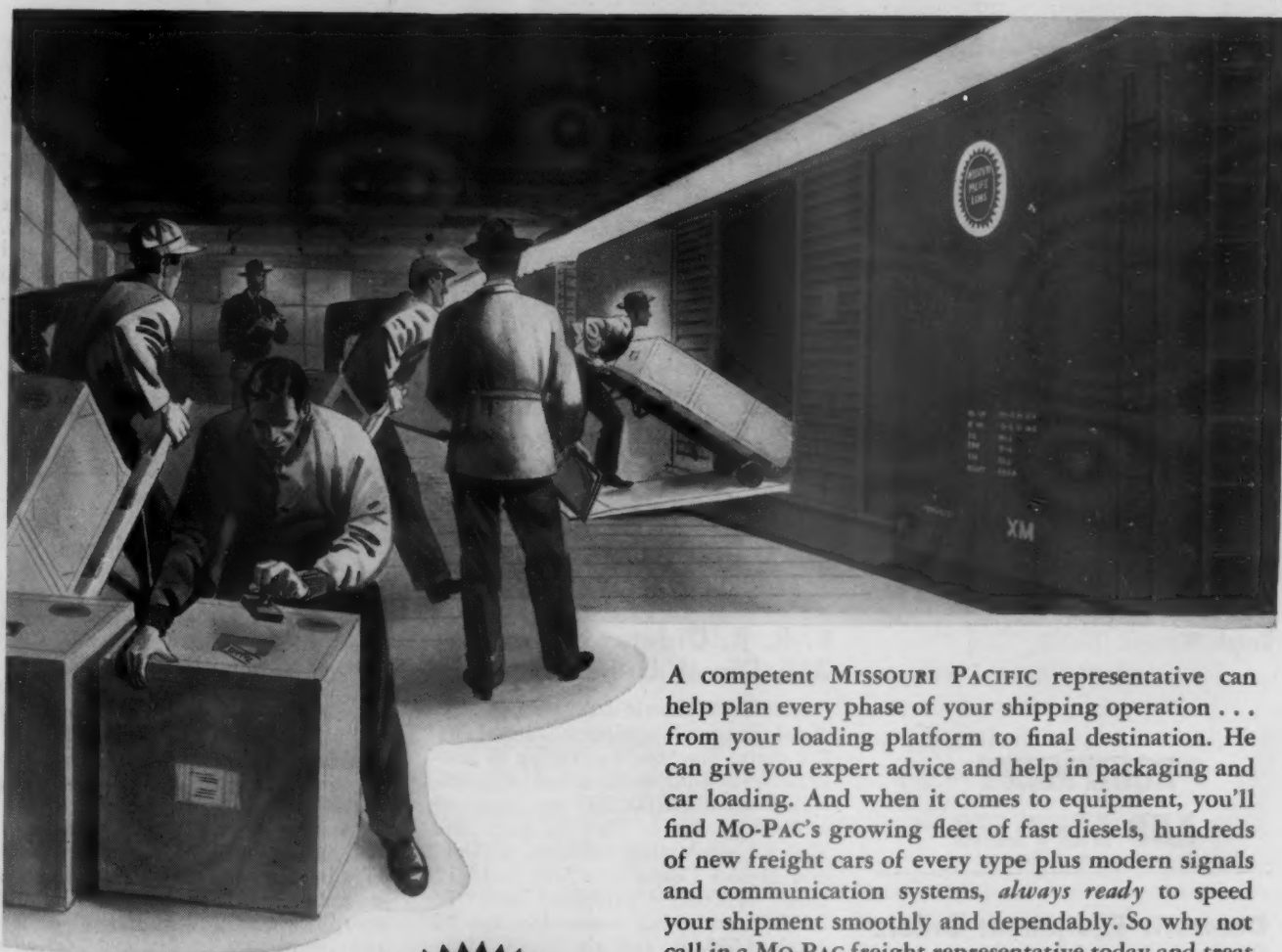
The Traffic League of Cincinnati has embarked on its 28th year with the following officers newly elected: Karl M. Swan, Newport Steel Corporation, president; Maxwell P. Lewis, assistant general freight agent, Southern, vice-president; Charles C. Hindersman, Interchemical Corporation, secretary, and Joseph A. Mueninghoff, Richardson Company, treasurer.

The American Society of Mechanical Engineers will hold its 23rd annual conference and exhibit of its Oil & Gas Power Division at the Baker Hotel, Dallas, Tex., on June 25-29.

The Women's Traffic Club of San Francisco will hold an open meeting on June 21, at the El Jardin restaurant. "Difference Between Military and Civilian Transportation" will be the subject of an address by Lt. G. F. Blankinship, officer in charge, Navy Central Traffic Control Office, Freight Transshipment Branch.

The National Railway Historical Society, Midwest Chapter, will sponsor an excursion on the Pennsylvania, on June 24, from the Canton, Ohio, passenger station, over the freight-only Bayard Cutoff, to Yellow Creek on the Ohio river, and via freight-only trackage along the Ohio, to a point near Pohatan, Ohio, and return. Tickets can be obtained from Paul H. Williams, Waynesburg, Ohio.

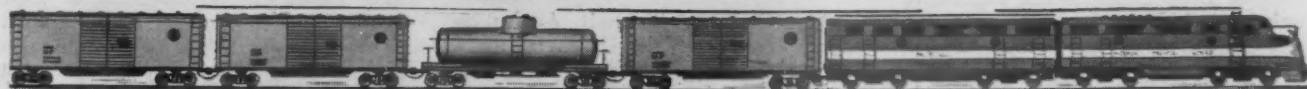
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A competent MISSOURI PACIFIC representative can help plan every phase of your shipping operation . . . from your loading platform to final destination. He can give you expert advice and help in packaging and car loading. And when it comes to equipment, you'll find MO-PAC's growing fleet of fast diesels, hundreds of new freight cars of every type plus modern signals and communication systems, *always ready* to speed your shipment smoothly and dependably. So why not call in a MO-PAC freight representative today and treat *your* product to this fast, convenient freight service!

**MISSOURI
PACIFIC
LINES**

1851
A CENTURY
OF SERVICE
1951



SERVING THE WEST-SOUTHWEST EMPIRE

Railroad Enthusiasts, New York division, will sponsor a steam-powered trip on the Erie on June 24, via the Graham cut-off to Lackawaxen and Scranton. Tickets can be obtained by writing R. F. Collins, 39 Ethelbert place, Ridgewood, N. J.

The **Women's Traffic Club of New York** will celebrate its 20th anniversary at its next meeting on June 12, to be held at the Park Sheraton Hotel. The meeting also will include installation of new officers, as follows: President, Mary E. Clarke, traffic manager, Philco International Corporation; first vice-president, Lillian H. Boylan, secretary to eastern traffic manager, Union Pacific; second vice-president, Elsie R. Peterson, owner of Travel Arrangements; corresponding secretary, Vanda Arendt, corporate secretary and assistant treasurer, Emery Air Freight Corporation; recording secretary, Jean R. Walker, Asiatic Petroleum Corporation, and treasurer, Mabel Otterson, traffic manager, Connell Bros. Company.

The first annual dinner of the **Railway Business Women's Association of Washington of Washington, D.C.** was held recently in that city, the program including the installation of officers for the 1951-52 club year. The officers are: President, Miss Mae Hayes, Association of American Railroads; vice-president, Mrs. Eunice Thomas, Washington Terminal Company; recording secretary, Miss Dixie Goucher, American Short Line Railroad Association; corresponding secretary, Miss Helen Richardson, A.A.R.; treasurer, Miss Elizabeth Nesbitt, Southern. The installing officer was the president of the national R.B.W. A.—Miss Margaret Grahn, Grand Trunk Western, Detroit, Mich.

EQUIPMENT AND SUPPLIES

Domestic Equipment Orders Reported in May

Domestic orders for 81 diesel-electric locomotive units and 7,083 freight-train cars were reported in *Railway Age* in May. Estimated cost of the locomotive units was \$12,000,000, and of the freight-train cars, \$38,960,000. An accompanying table lists the orders in detail.

During the first five months of 1951, *Railway Age* has reported domestic orders for 1,089 diesel-electric locomotive units and six steam locomotives costing an estimated \$170,500,000; 54,813 freight-train cars costing an estimated \$309,895,000; and 72 passenger-train cars costing an estimated \$10,785,000.

Locomotives

Purchaser	No.	Type	Issue Reported	Builder
A. & D.	1	1,600-hp. Rd.-Sw.	May 28	American-G.E.
D. & T. S. L.	2	1,300-hp. Rd.-Sw.	May 28	Electro-Motive
Georgia	2	1,200-hp. Switching	May 28	Electro-Motive
St. L. S. W.	12	1,500-hp. Freight	May 28	Electro-Motive
S. P. & S.	4	1,200-hp. Switching	May 28	Electro-Motive
	3	1,200-hp. Switching	May 14	Electro-Motive
	2	1,600-hp. Rd.-Sw.	May 14	American-G.E.
T. A. & G.	3	1,300-hp. Rd.-Sw.	May 28	Electro-Motive
U. P.	30	1,300-hp. Freight	May 7	Electro-Motive
	8	2-unit 2,400-hp. Sw.	May 7	Electro-Motive
	6	1,600-hp. Rd.-Sw.	May 7	Baldwin-Lima-Hamilton

Freight Cars

Burlington Refrigerator Express ..	200	50-ton Refrigerator	May 28	Co. Shops
C. I. & L.	1	Caboose	May 28	Thrall Car
D. & H.	500	50-ton Box	May 14	Pullman-Standard
	500	50-ton Hopper	May 14	Pullman-Standard
Erie	2	168-ton Flat	May 28	R. R. Shops
G. T. W.	125	70-ton Cov. Hopper	May 28	Amer. Car & Fdy.
I. C.	50	Pulpwood	May 28	R. R. Shops
	100	Caboose	May 28	R. R. Shops
M.-I.	100	70-ton Cov. Hopper	May 28	R. R. Shops
P. & W. V.	5	Caboose	May 28	Intl. Ry. Car
St. L.-S. F.	200	70-ton Gondola	May 28	Pullman-Standard
S. P.	1,600	50-ton Box	May 28	Pullman-Standard
	2,500	50-ton Box	May 28	R. R. Shops
	900	50-ton Gondola	May 28	R. R. Shops
Wabash	300	50-ton Box	May 28	R. R. Shops

FREIGHT CARS

The **Norfolk & Western** has ordered 100 70-ton covered hopper cars from the Greenville Steel Car Company. The inquiry for these cars was reported in *Railway Age* of May 21, page 182.

The **St. Louis Southwestern** has ordered 75 50½-ft. 50-ton box cars from the General American Transportation Corporation.

The **Tennessee Central** is inquiring for 200 50-ton and 150 70-ton hopper cars.

LOCOMOTIVES

P. R. R. Orders 218 Diesel Units

The Pennsylvania has ordered 132 diesel-electric locomotives, comprising 218 units. The road's intention to purchase this equipment at an approximate cost of \$45,000,000 was reported in *Railway Age* of May 14, page 108. The Electro-Motive Division of General Motors Corporation will build 12 2-unit 4,500-hp. passenger and 10 1,500-hp. switching locomotives and 14 3-unit 4,500-hp. and six 2-unit 3,000-hp. freight locomotives; the Baldwin-Lima-Hamilton Corporation 14 3-unit 4,800-hp. freight and 20 1,200-hp. switching locomotives; the American Locomotive-General Electric Companies six 3-unit 4,800-hp. freight and 40 1,600-hp. switching locomotives; and Fairbanks, Morse & Co. 10 1,600-hp. switching locomotives.

SIGNALING

The **Chicago Transit Authority** has ordered from the Union Switch & Signal Co. material to expand interlocking facilities at Clark Street Junction in Chicago. In addition to ma-

terial required to make necessary changes in the control machine, the order includes daylight-type color-light signals, electro-pneumatic train stops, relays, rectifiers, transformers and housings. Field installation will be handled by the authority's own construction forces.

SUPPLY TRADE

Pullman May Purchase Truck Trailer Firm

Substantial agreement for transfer of all assets of the Trailmobile Company, of Cincinnati, Ohio, to Pullman, Inc., has been announced in a joint statement by Champ Carry, president of Pullman, Inc., and George Bunker, president of Trailmobile. Definite arrangements for the transfer are being worked out.

"Assuming that this transaction materializes," the announcement said, "Trailmobile will be operated as a separate member of the Pullman group, with its present staff of officers and employees." Trailmobile is a manufacturer of highway truck trailers.

Westinghouse Air Brake, U.S.&S. May Merge

E. O. Boshell, chairman and president of the Westinghouse Air Brake Company and the Union Switch & Signal Co., has announced that the boards of directors of these two companies have called special meetings of their stockholders to consider and act upon a proposed merger, which would also include the Westinghouse Pacific Coast Brake Company, Emeryville, Cal.

At present, Westinghouse Air Brake



The best friend a crate could have

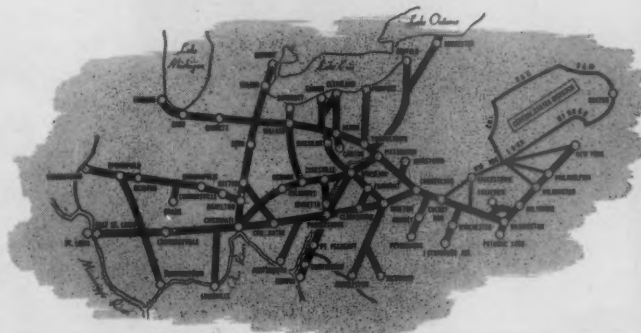


Moving goods *safely* takes more than brawn and wheels; it takes *care*—the kind of care a Baltimore & Ohio man is taught to use. With his training, and above all—interest, he may well be called a crate's best friend.

On the B&O, we emphasize

careful handling. B&O freight men on the platforms, in the yards, and on the line are constantly taught protective handling methods.

The proper-handling program on the B&O can benefit your shipments too. *Ask our man!*



BALTIMORE & OHIO RAILROAD

Constantly doing things — better!



Harry E. Thiele (left), former vice-president—manufacturing of the General Steel Castings Corporation, who has been elected vice-president with duties to be assigned by the president; Luther A. Kleber (center), heretofore assistant



vice-president—manufacturing, who succeeds Mr. Thiele; and J. Ellis Turner (right), former manager of industrial relations, who has been elected vice-president in charge of industrial relations



owns all the outstanding stock of the Pacific Coast company, and substantially all the outstanding stock of the signal concern. It is anticipated that the surviving company in the merger will operate under the name of Westinghouse Air Brake Company. If approved by the stockholders, it is expected that the merger will become effective on or shortly after July 1.

Mr. Boshell said the purpose of the merger was to enable management to improve the operating efficiency of the businesses now carried on by the merging companies and to effect substantial economies, including savings in taxes. However, because of the different types of problems presented in the switch and signal business as compared with the air brake business, he stated that the merger will not affect the separate functioning of the engineering and research departments of the two companies nor of their sales organizations.

If the merger is approved, the busi-

ness of the signal company will be carried on under the name of Union Switch & Signal Division of Westinghouse Air Brake Company, and the air brake business will be conducted under the name of Air Brake Division of Westinghouse Air Brake Company.

Westinghouse Air Brake now has outstanding 3,171,709 shares of common stock without par value and with a stated value of \$11 per share. Under the proposed merger plan, each of these shares will be converted into 1-3/10 shares of common stock of the surviving company in the merger, with a par value of \$10 per share.

R. C. Roderick, formerly head of distribution service of the water heater division of the **A. O. Smith Corporation**, at Kankakee, Ill., has been appointed manager of the railroad products division, with headquarters at Milwaukee, Wis., to succeed **George B. Peet**. Mr. Peet has been appointed project manager of development pro-

grams for the railroad products and welding products divisions and will function as assistant to **J. J. Bohmrich**, group executive for the railroad products, welding products and product service divisions.

Iron & Steel Products, Inc., Chicago, has announced the following appointments: **James J. Collins**, general manager, as vice-president and general manager; **Edward J. Sagert**, assistant to executive vice-president, as vice-president; **William J. Parker II**, superintendent, as general superintendent; and **Warren C. Stevens**, general foreman, as superintendent.

Formation of a wholly owned subsidiary, the **Canadian Westinghouse Supply Company**, to distribute products of the **Canadian Westinghouse Company**, has been announced. **Roy L. Brown**, formerly eastern district manager of the **Westinghouse Electric Supply Company** in New York,



Charles J. Hardy, Sr. (left), who has resigned as director, chairman of the board and a member of the executive committee of the American Car & Foundry Co.; John E. Rovensky (center), who has been elected chairman of the board; and Charles J. Hardy (right), president, who has been elected



also chairman of the executive committee. Mr. Rovensky was elected a director in July 1940, and chairman of the executive committee in April 1944. Mr. Hardy, Jr., occupied, successively, the positions of vice-president and executive vice-president and was elected president in May 1947



*Another
Big Crop Growing
in M. & St. L.
Territory...*

**THE GREAT
MIDWEST**

The Great Midwest, No. 1 food producing region of America, is away to a fine start for its 1951 Crops, with all signs pointing to another huge harvest this year.

Spring planting was delayed by cold, snow and rain but present soil and moisture conditions are ideal. They forecast big yields of grains, grasses and other crops, with abundant feed and pasturage for livestock.

Normal summer weather should bring harvests even greater than in 1950, in the four Midwest States served by

**THE MINNEAPOLIS
& ST. LOUIS RAILWAY**

Bountiful harvests this year will add new wealth to the solid prosperity of Agriculture and in turn of Business and Industry in the Great Midwest.

Helping to create and maintain this prosperity will be the Fast Dependable Freight Service of the M. & St. L. Railway, specialist for 80 years in transportation of the products of fertile farms.

In 1950, Iowa, Illinois, Minnesota and South Dakota grew 1,177,103,000 bushels of corn, equal to 37 per cent of the nation's crop; 707,434,000 bushels or 48 per cent of the oats; 19,848,000 tons or 18 per cent of the hay; 19,149,000 bushels or 49 per cent of the flax seed; 154,223,000 bushels or 54 per cent of the all-time record harvest of soybeans; and as always vast quantities of wheat, barley, rye and other grains.



The Minneapolis & St. Louis Railway

New Address: 111 East Franklin Avenue, Minneapolis 4, Minnesota • New Telephone Number: Main 7144





Max K. Ruppert, president of the P. & M. Company and the Maintenance Equipment Company and vice-president of Poor & Co. who has been elected first vice-president of Poor & Co. and appointed a member of the executive committee (*Railway Age*, April 30)



Carl G. Meyer, who has been appointed district representative for the Buda Company, handling sales of Buda fork lift trucks, industrial tractors, "Chore Boys," and lifting jacks to distributors and railroads in southeastern territory, with headquarters at 110 Maple street, Decatur, Ga. Mr. Meyer formerly was with the sales department of the Towmotor Corporation

has been elected executive vice-president and general manager of the new firm.

The Westinghouse Electric Corporation recently opened a new office in the Merchandise Mart, Chicago. The firm's northwestern district headquarters were formerly located at 20 North Wacker drive.

Russell O. Nash, of St. Louis, has joined Railroad Supply & Equipment, Inc., Scranton, Pa., as sales engineer.

L. C. Henley, formerly car foreman on the Illinois Central, has joined the railroad department service staff of the Dearborn Chemical Company, replacing J. W. Day, who has

been called to duty with the armed forces. Mr. Henley will service railroad cleaner accounts in the eastern division.

As reported in *Railway Age* of May 7, Robert J. Beeson has been elected president of the Mather Stock Car Company. Mr. Beeson began his career in 1910 as messenger in the Pere Marquette's freight house at Chicago. Later he served in the accounting, transportation and mechanical departments of the P.M., the Baltimore & Ohio, the New York Central, the



Robert J. Beeson

Grand Trunk Western and the Belt of Chicago. In 1921 he joined Mather as piece work supervisor, subsequently serving as car foreman, shop superintendent and mechanical superintendent. Mr. Beeson was made a director of the company in 1936 and held various executive positions, including that of executive vice-president, until his recent election as president.

William H. Schmidt, Jr., western editor of *Railway Age*, has been elected a vice-president and director, and



Anthony J. Zino, Jr., who has been appointed domestic general sales manager of the Joseph Dixon Crucible Company, with headquarters at Jersey City, N. J. Mr. Zino formerly was assistant to president of Swan-Finch Oil Corporation

C. B. Peck and Edward G. Gavin, editors, respectively, of *Railway Mechanical & Electrical Engineer* and *American Builder*, have been elected directors, of the Simmons-Boardman Publishing Corporation, publisher of all three magazines. A photograph and biography of Mr. Schmidt were published in *Railway Age* April 8, 1950, page 62, at the time of his appointment as western editor.

George H. Weiler, who recently retired as manager of the railroad division of the Vanadium Corporation of America, has joined the railroad equipment division of the U. S. Department of Commerce, National Production Authority, Washington, D.C.

CONSTRUCTION

Atlantic Coast Line.—The following projects have been authorized at indicated probable costs: Reconstructing drawbridge over Cedar creek at Jacksonville, Fla. (\$130,716); vegetable platform and tracks, Johns Island, S. C. (\$110,649); additional drainage, Selma, N. C., to Fayetteville (\$107,471); track facilities at Dade City, Fla. (\$47,842); and floodlights in freight yard, Jacksonville (\$24,660).

Central of New Jersey.—A contract has been awarded to the William L. Blanchard Company, Newark, N. J., for an l.c.l. office building at Elizabeth, N. J., at an estimated cost of \$394,000. The Arundel Corporation, Baltimore, Md., has received a contract for dredging at Newark at an estimated cost of \$55,000.

Florida East Coast.—A contract has been awarded to the Reed Construction Corporation, Miami Beach, Fla., for replacing a timber bulkhead with steel at the P. & O. dock, Miami, at an estimated cost of \$114,000.

CAR SERVICE

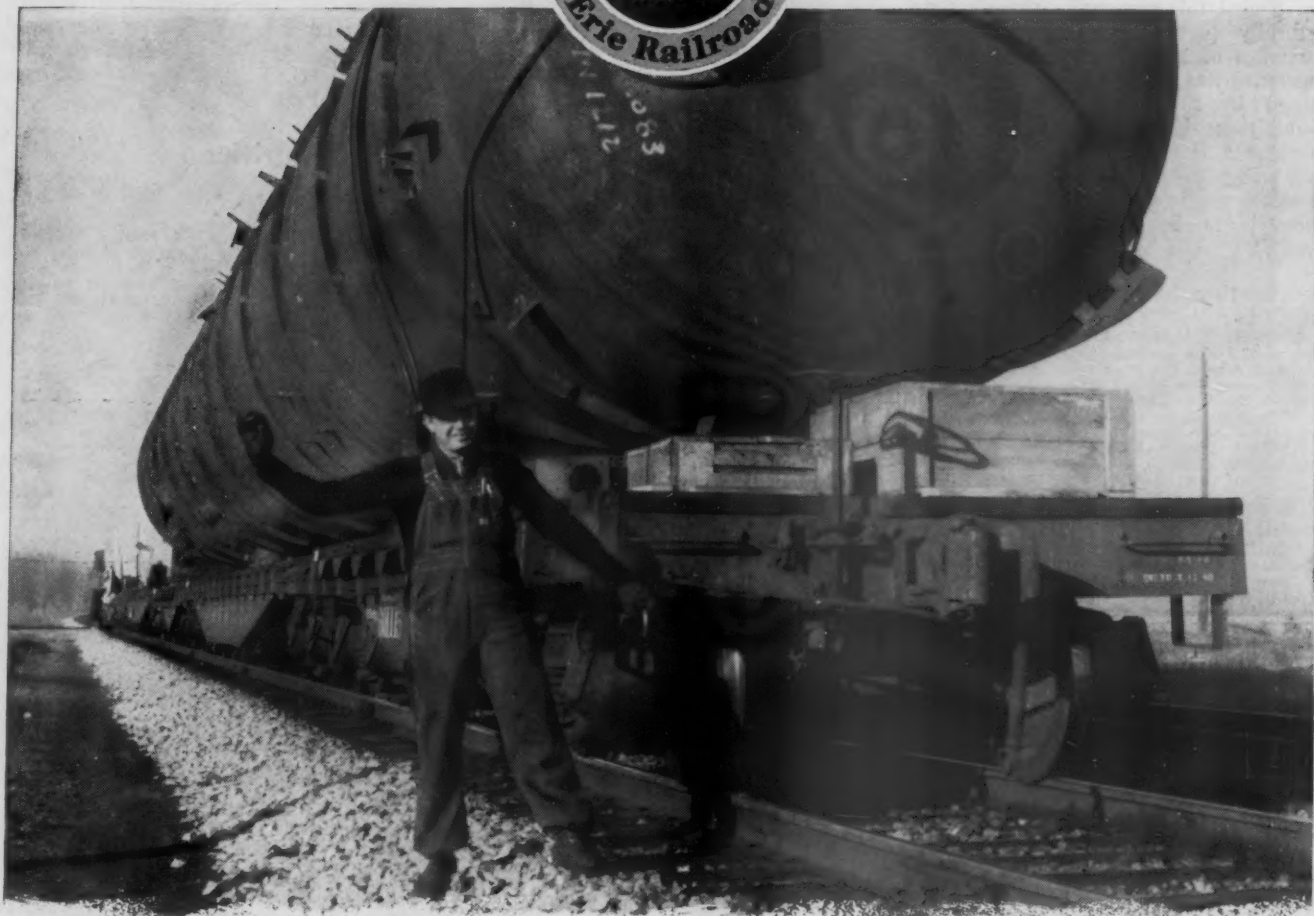
I.C.C. Service Order No. 851, which has authorized railroads serving Oregon, California, Arizona and Nevada to substitute S.F.R.D. and P.F.E. refrigerator cars for box cars, has been modified by Amendment No. 6. The amendment extends provisions of the order to W.P. reefers. Reefers used pursuant to the order must be "not suitable for transporting commodities requiring protective service."

I.C.C. Service Order No. 865, which imposes super-demurrage charges running up to \$20 a day, has been modified by Amendment No. 9. The amendment extended for another month (until July 1) the exemption provision applicable to refrigerator cars.

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All clear—all the way!

This is what is known as an oversize shipment—one that has to be carefully checked to be sure there is safe clearance under bridges, at curves and other points on the railroad.

The Erie is famous for having the highest and widest clearances of any eastern railroad—an advantage that explains why many oversize shipments such as this are routed over Erie tracks.

This advantage is supplemented by Erie's famed heavy-duty roadbed and Erie's progressive rail-

roading—the constant effort to improve the safe, dependable transportation of passengers and freight. Here you have one of the many reasons why so many shippers say "Route it Erie!" and travelers say "Go Erie!"

In times like these, when defense preparations call for extra effort, the Erie is ready at all times to play its part as the country's first line of defense in transportation . . . along with all the railroads of America!

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ABANDONMENTS

Trenton-Princeton Traction Company.—Division 4 of the I.C.C. has denied this company's request for authority to abandon approximately 2.9 miles of its line in the vicinity of Lawrenceville, N. J. The company is owned by the Reading. Division 4 found that shippers at Lawrenceville rely "to a large extent" on this line, and said adjustments in the amount of revenue credited to the line would show it to be operating at "some profit."

Application has been filed with the I.C.C. by:

CHICAGO, BURLINGTON & QUINCY.—To abandon a 17.7-mile branch line between Oquaka, Ill., and Arpee. The application stated that for "many years" the annual loss from operation of the line has been about \$35,000, and that communities affected by the proposed abandonment would still have other "good railroad service."

ILLINOIS TERMINAL.—To abandon a 15.4-mile line between Danville, Ill., and DeLong.

Division 4 of the I.C.C. has **authorized:**

NEW YORK, NEW HAVEN & HARTFORD.—To abandon approximately 1 mile of line within the town of Scituate, R. I.

LEHIGH VALLEY.—To abandon a portion of its so-called Freeland branch, approximately 0.6 mile, in Luzerne county, Pa.

VIRGINIAN.—To abandon approximately 2.1 miles of branch line between Loop Junction, W. Va., and the end of the line at Winding Gulf.

FINANCIAL

C.G.W. Dividend Payment Plan OK'd by Court

A plan of settlement whereby holders of Chicago Great Western 5 per cent preferred stock will be paid accumulated back dividends totaling \$6.37½ a share was approved by Federal Judge John P. Barnes in Chicago on May 25. The railroad stated that it has always recognized its liability to pay arrearages, and prior to the settlement had kept up current payments plus payments towards arrearages. In effect, the settlement provides a schedule for payment of accumulated arrearages.

The settlement calls for payment of \$3 on preferred dividend arrearages on or before July 16, with payments on the remaining \$3.37½ starting in 1952. The company also agreed to pay remaining quarterly dividends for this year. This will give stockholders a total distribution this year of \$3.12½ in arrearages (of which 12½ cents has been paid) plus \$2.50 in current dividends (of which 62½ cents has been paid).

Starting in 1952, payment will be tied to a formula whereby 60 per cent of available net income is to be applied toward payment of regular and accrued dividends. For the purpose of computing net income for distribution, current and deferred maintenance expenses cannot exceed 19 per cent of operating revenues. Plaintiffs waived

a claim for approximately \$1,400,000 in back dividends (representing accrual in excess of the 15 per cent guaranteed accumulation) in return for a C.G.W. agreement to pay plaintiff's attorneys and amount to be fixed by the court.

Atlantic & East Carolina.—**Collateral Trust Note.**—Division 4 of the I.C.C. has revoked its order of April 12, authorizing this road to issue a collateral trust note for \$112,500 to finance the purchase of a 1,000-hp. diesel-electric locomotive. (*Railway Age*, April 23, page 54.) This latest action was taken at the request of the road, which said it has arranged to use the locomotive under lease.

Baltimore & Ohio.—**R.F.C. Loan.**—The Reconstruction Finance Corporation has referred to the Department of Justice representations it has received recently with respect to this road's 1944 debt-adjustment plan that involved extension until 1965 of an R.F.C. loan of \$80 million. The representations included allegations, such have been made in the past, to the effect that there were improprieties in the loan transaction. It was stated at R.F.C. last week that the referral action was taken because the Justice Department was the logical agency to investigate allegations of "wrong-doing." It was stated at the Department of Justice that the matter was "under study."

Meanwhile, the R.F.C.'s new administrator, W. Stuart Symington, plans to have an investigation of the transaction made by a non-government attorney. It was emphasized at R.F.C. that this would be a "fact-finding" inquiry to inform Mr. Symington of all phases of the matter, and would not be related to the representations referred to the Justice Department.

The transaction was investigated in 1947 by the Senate committee on banking and currency. At that time, B.&O. President R. B. White denied "without reservation" the truth "of any statement, expressed or implied," that his road "has been a party to any fraudulent or otherwise improper act incident to its dealings with the Reconstruction Finance Corporation or anyone else." (*Railway Age* of May 3, 1947, page 908.)

The balance due on the loan is now \$76,308,000. As to reports that Administrator Symington wants the B.&O. to speed up payments, it was explained at R.F.C. that the road has made past payments in excess of amounts called for in the indenture, and is offering to pay off \$1,500,000 at this time, the payment to take the form of purchase by the road of some of the collateral held by the government agency as security for the loan. It was indicated that this proposed basis of payment would be satisfactory to the R.F.C. which has accepted previous payments of this collateral-redemption type.

Jacksonville & Northwestern.—**Acquisition.**—This road, a new com-

pany, has been authorized to acquire and operate a railroad line of about 20 miles at the former Jacksonville Ordnance Plant, Pulaski county, Ark. (*Railway Age*, April 23, page 54.) The road will pay rental of \$2,000 a year for the rail line and facilities, which are owned by the General Services Administration of the federal government. The J. & N. connects with the Missouri Pacific.

New Securities

Application has been filed with the I.C.C. by:

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—To assume liability for \$5,300,000 of series NN equipment trust certificates, to finance in part five diesel-electric locomotives and 930 freight-train cars costing an estimated \$7,151,170. The equipment is as follows:

Description and Builder	Estimated Unit Cost
5 2,400-hp transfer locomotives (Electro-Motive Division, General Motors Corporation)	\$197,350
600 40-foot, 50-ton refrigerator cars (Company Shops)	6,500
250 70-ton covered hopper cars (Company Shops)	6,300
30 70-ton all steel low-side gondola cars (Company Shops)	6,425
50 cabooses, equipped with radio (Company Shops)	9,830

The certificates, to be dated June 1, would mature in 20 semiannual installments of \$265,000 each, beginning December 1, 1951. They would be sold by competitive bids, with the interest rate to be set by such bids.

Division 4 of the I.C.C. has **authorized:**

CENTRAL OF GEORGIA.—To issue a promissory note for \$1,500,000 to the Citizens & Southern National Bank. Proceeds from the note will be used in connection with this road's acquisition of control of the Savannah & Atlanta. (*Railway Age*, May 21, page 183.) The I.C.C. exempted the note from usual competitive bidding requirements. The note will bear interest at 4 per cent and will mature in semiannual installments over a 10-year period.

ILLINOIS CENTRAL.—To assume liability for \$3,900,000 of series GG equipment trust certificates to finance in part 1,000 box cars costing an estimated \$5,202,500. (*Railway Age*, May 14, page 112.) The certificates will be dated May 1 and will mature in 30 semiannual installments of \$130,000 each, beginning November 1, 1951. Division 4 approved a selling price for the issue of \$9.70267 with interest at 3 per cent — the bid of Halsey, Stuart & Co. — which will make the average annual cost of the proceeds approximately 3.04 per cent. The certificates were re-offered to the public at prices yielding from 2.2 to 3.05 per cent, according to maturity.

MONTOUR.—To assume liability for \$1,000,000 of series D equipment trust bonds to finance in part 300 50-ton hopper cars to be purchased from the Greenville Steel Car Company. (*Railway Age*, April 30, page 51.) The bonds, dated June 1, will mature in 10 annual installments of \$100,000 each, beginning June 1, 1952. Division 4 approved sale of the issue at par with interest at 2.82 per cent. Winning bid for the issue was made by Mellon National Bank & Trust Co.

Dividends Declared

Atchison, Topeka & Santa Fe.—5% preferred, \$2.50, semiannual, payable August 1 to holders of record June 29.

Bessemer & Lake Erie.—\$3 preferred, \$1.50, semiannual, payable June 1 to holders of record May 15.

Camden & Burlington County.—75¢, semiannual, payable July 2 to holders of record June 15.

Cincinnati, New Orleans & Texas Pacific.—\$4, payable June 23 to holders of record June 8.

Delaware.—\$1, semiannual, payable July 2 to holders of record June 15.

Kansas City Southern.—common, \$1.25, payable June 15 to holders of record May 31; 4% preferred, \$1, quarterly, payable July 16 to holders of record June 30.

Lykens Valley R. R. & Coal.—45¢, semiannual, payable July 2 to holders of record June 15.

Mobile & Birmingham.—4% preferred, \$2, semiannual, payable July 1 to holders of record June 1.

New York & Harlem.—common, \$2.50, semiannual; 10% preferred, \$2.50, semiannual, both payable July 2 to holders of record June 8.

Northern Pacific.—30¢, quarterly, payable July 25 to holders of record July 3.

(Continued on page 95)

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DETROIT 2, MICH.
3-220 General Motors Bldg. (TRinity 5-7372)
FALL RIVER, MASS.
215 Academy Bldg. (Tel. 5-7421)

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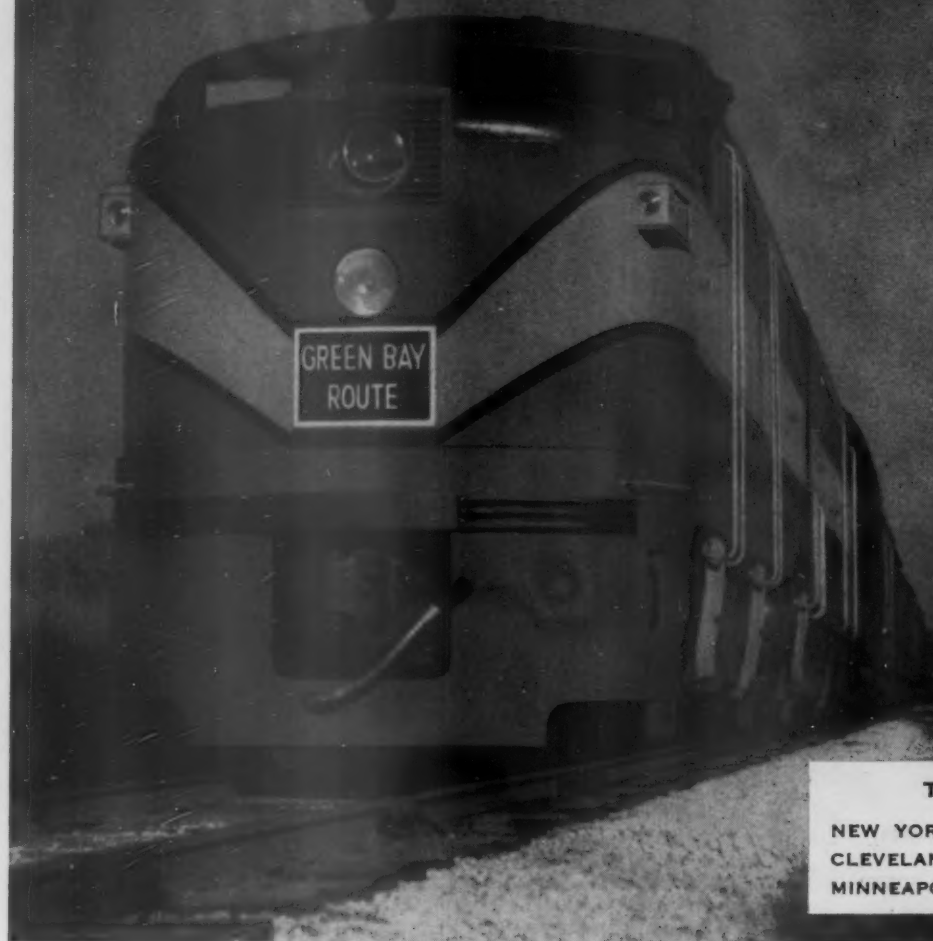
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OPERATING REVENUES AND OPERATING EXPENSES OF CLASS I STEAM RAILWAYS

Compiled from 127 monthly reports of revenues and expenses representing 131 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF FEBRUARY 1951 AND 1950

Item	United States		Eastern District		Southern District		Western District	
	1951	1950	1951	1950	1951	1950	1951	1950
Miles of road operated at close of month	226,022	226,646	53,303	53,374	45,959	46,149	126,760	127,123
Revenues:								
Freight	\$600,156,697	\$481,964,823	\$218,946,499	\$173,859,925	\$134,067,788	\$96,972,691	\$247,142,410	\$211,132,207
Passenger	63,835,778	57,845,263	31,385,315	30,717,697	12,000,534	10,283,703	20,449,929	16,843,863
Mail	17,616,858	16,420,330	6,649,126	6,092,805	2,943,475	2,820,568	8,024,257	7,506,957
Express	2,756,272	3,732,882	290,274	1,051,024	587,081	873,097	1,878,917	1,808,761
All other operating revenues	31,393,256	24,964,388	14,305,574	11,039,783	5,739,046	4,328,057	11,348,636	9,596,098
Railway operating revenues	715,758,861	584,927,686	271,576,788	222,761,234	155,337,924	115,278,566	288,844,149	246,887,886
Expenses:								
Maintenance of way and structures	104,802,597	85,681,769	37,361,408	29,081,960	24,757,588	19,937,607	42,683,601	36,662,202
Depreciation	11,109,403	10,767,264	4,592,844	4,500,062	2,058,543	1,950,248	4,458,016	4,316,954
Retirements	875,534	573,472	328,929	113,776	62,450	161,418	484,155	298,278
Deferred maintenance	*212,338	*279,689	*210,265	*231,823	*2,073	*8,366		*39,500
Amortization of defense projects	147,724	152,617	13,292	17,149	32,506	46,475	101,926	88,993
Equalization	6,018,439	5,518,801	2,414,714	2,727,660	2,479,009	2,228,199	1,124,716	562,942
All other	86,863,835	68,949,304	30,221,894	21,955,136	20,127,153	15,559,633	36,514,788	31,434,535
Maintenance of equipment	151,158,863	120,793,881	62,983,887	47,626,844	30,165,831	23,987,789	58,009,145	49,179,248
Depreciation	25,179,233	24,075,417	8,927,873	8,890,038	5,704,119	5,455,558	10,547,241	9,729,821
Retirements	*385,129	*21,611	*13,837	*8,897	*321,816	*5,338	*49,476	*7,376
Deferred maintenance and major repairs	*2,576,766	*2,704,825	*2,532,217	*2,639,097	*2,992	*6,734	*41,557	*58,994
Amortization of defense projects	1,514,859	1,221,977	473,065	451,543	342,616	238,501	699,178	531,933
Equalization	67,110	111,803	5,969	37,284	160,970	407,177	*99,829	*332,658
All other	127,359,556	98,111,120	56,123,034	40,895,973	24,282,934	17,898,625	46,953,588	39,316,522
Traffic	16,946,815	15,378,803	5,740,160	5,365,892	3,694,118	3,166,947	7,512,537	6,845,964
Transportation—Rail line	303,686,680	249,665,604	130,994,620	105,452,109	55,930,108	44,781,587	116,761,952	99,431,908
Miscellaneous operations	9,569,815	8,394,840	3,485,406	3,106,537	1,605,164	1,344,519	4,479,245	3,943,784
General	23,895,259	21,202,949	9,240,735	8,186,548	5,054,240	4,476,932	9,600,284	8,539,469
Railway operating expenses	610,060,029	501,117,846	249,806,216	198,819,890	121,207,049	97,695,381	239,046,764	204,602,575
Net revenue from railway operations	105,698,832	83,809,840	21,770,572	23,941,344	34,130,875	17,583,185	49,797,385	42,285,311
Railway tax accruals	71,478,680	55,582,342	22,478,352	19,282,226	19,166,865	10,506,210	29,833,463	25,793,906
Pay-roll taxes	21,960,461	19,032,942	9,059,019	7,727,629	4,288,363	3,573,967	8,613,079	7,731,346
Federal income taxes†	20,917,352	10,147,575	3,002,319	2,073,136	8,725,991	1,287,283	9,189,042	6,787,156
All other taxes	28,600,867	26,401,825	10,417,014	9,481,461	6,152,511	5,644,960	12,031,342	11,275,404
Railway operating income	34,220,152	28,227,498	*707,780	4,659,118	14,964,010	7,076,975	19,963,922	16,491,405
Equipment rents—Dr. balance	11,667,542	10,082,471	5,763,014	3,914,715	*101,092	293,754	6,005,620	5,874,002
Joint facility rent—Dr. balance	3,593,823	3,372,779	1,689,452	1,532,229	533,637	576,533	1,370,734	1,264,017
Net railway operating income	18,958,787	14,772,248	*8,160,246	*787,826	14,531,465	6,206,688	12,587,568	9,353,386
Ratio of expenses to revenues (percent)	85.2	85.7	92.0	89.3	78.0	84.7	82.8	82.9

FOR THE TWO MONTHS ENDED WITH FEBRUARY 1951 AND 1950

Item	United States		Eastern District		Southern District		Western District	
	1951	1950	1951	1950	1951	1950	1951	1950
Miles of road operated at close of month	226,055	226,646	53,309	53,374	45,959	46,148	126,787	127,124
Revenues:								
Freight	\$1,309,892,791	\$1,019,303,908	\$483,670,949	\$377,509,095	\$285,787,709	\$212,392,262	\$540,434,133	\$429,402,551
Passenger	141,994,064	127,570,540	71,536,163	68,176,147	24,869,895	21,867,121	45,588,006	37,527,272
Mail	36,911,931	33,900,572	13,963,589	12,440,225	6,249,973	5,947,266	16,698,369	15,513,081
Express	9,122,108	8,003,609	2,141,590	2,156,552	1,942,614	1,977,300	5,037,904	3,869,757
All other operating revenues	66,566,695	53,194,007	30,205,026	23,562,800	11,871,343	9,099,996	24,490,326	20,531,211
Railway operating revenues	1,564,487,589	1,241,972,636	601,517,317	483,844,819	330,721,534	251,283,945	632,248,738	506,843,872
Expenses:								
Maintenance of way and structures	211,767,208	176,538,514	76,180,265	61,066,077	49,722,542	40,906,630	85,864,401	74,565,807
Depreciation	22,201,013	21,523,573	9,181,648	9,001,312	4,110,351	3,861,750	8,909,014	8,660,511
Retirements	1,509,789	1,050,916	508,373	199,975	120,430	343,760	880,986	507,181
Deferred maintenance	*418,743	*325,437	*416,670	*239,182	*2,073	*15,755		*70,500
Amortization of defense projects	300,926	313,951	26,671	43,127	70,392	92,837	203,863	177,987
Equalization	13,639,647	12,476,390	6,095,206	6,255,441	4,903,272	4,667,744	2,641,169	1,553,205
All other	174,534,576	141,499,121	60,785,037	45,805,404	40,520,170	31,956,294	73,229,369	63,737,423
Maintenance of equipment	309,236,324	252,220,460	130,089,505	101,212,272	61,070,180	49,860,452	118,076,639	101,147,736
Depreciation	50,529,549	48,109,405	18,077,095	17,814,921	11,417,816	10,873,253	21,034,638	19,421,231
Retirements	*442,163	*69,683	*32,273	*14,210	*341,815	*31,293	*68,075	*24,180
Deferred maintenance and major repairs	*4,635,935	*4,379,420	*4,572,482	*4,196,658	*4,896	*10,641	*58,557	*172,121
Amortization of defense projects	3,260,417	2,444,134	1,257,439	903,069	593,160	477,035	1,409,818	1,064,030
Equalization	115,986	*178,193	*3,049	64,184	462,464	680,774	*343,429	*923,151
All other	260,408,470	206,294,217	115,362,775	86,640,966	48,943,451	37,871,324	96,102,244	81,781,927
Traffic	34,062,362	31,218,110	11,409,472	10,753,587	7,292,516	6,564,426	15,360,374	13,990,097
Transportation—Rail line	631,097,115	526,209,352	271,031,521	222,058,239	116,022,882	95,776,340	244,042,712	208,374,773
Miscellaneous operations	20,092,183	17,810,240	7,284,603	6,642,030	3,247,003	2,830,849	9,560,577	8,337,361
General	49,051,111	43,781,801	18,833,935	16,837,351	10,482,971	9,325,306	19,734,205	17,619,144
Railway operating expenses	1,255,306,303	1,047,778,477	514,829,301	418,569,556	247,838,094	205,264,003	492,638,908	423,944,918
Net revenue from railway operations	309,181,286	194,194,159	86,688,016	65,275,263	82,883,440	46,019,942	139,609,830	82,898,954
Railway tax accruals	180,872,306	119,571,944	54,282,732	41,293,151	47,368,211	25,468,788	79,221,363	52,810,005
Pay-roll taxes	45,076,098	39,589,969	18,720,011	16,059,481	8,699,300	7,472,998	17,656,787	16,057,490
Federal income taxes†	78,088,938	26,796,942	14,556,294	5,918,756	26,167,528	6,705,514	37,364,526	14,172,672
All other taxes	57,707,270	53,185,035	21,005,837	19,314,914	12,501,383	11,290,276	24,200,050	22,579,843
Railway operating income	128,308,980	74,622,215	32,405,284	23,982,112	35,515,229	20,551,154	60,388,467	30,088,949
Equipment rents—Dr. balance	24,402,508	20,373,961	12,148,485	8,452,883	*586,666	*329,467	12,840,689	12,250,545
Joint facility rent—Dr. balance	7,235,774	6,592,101	3,463,656	3,083,663	1,108,433	1,088,374	2,663,685	2,420,064
Net railway operating income	96,670,698	47,656,153	16,793,143	12,445,566	34,993,462	19,792,247	44,884,093	15,418,340
Ratio of expenses to revenue (percent)	80.2	84.4	85.6	86.5	74.9	81.7	77.9	83.6

†Represents average of mileage reported at the close of each month within the period.

†Includes income tax, surtax and excess profits tax.

*Decrease, deficit, or other reverse item.

†Includes accruals for additional wage payments of \$32,020,865.

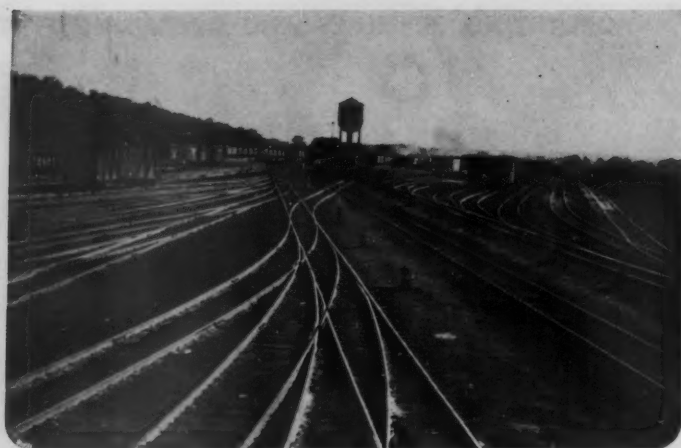
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The same dependable service the Southwest has relied on for almost 80 years.

Your local Katy representative will be glad to tell you more about Katy's many new plans . . . and how you may benefit by shipping and traveling Katy, Southwest.



42

(Continued from page 90)

Pittsburgh, Fort Wayne & Chicago.—common, \$1.75, quarterly, payable July 2 to holders of record June 8.

Reading.—4% 2nd preferred, 50¢, quarterly, payable July 12 to holders of record June 21.

Ware River.—guaranteed common, \$3.50, semi-annual, payable July 5 to holders of record June 15.

West Jersey & Seashore.—\$1.50, semiannual, payable July 2 to holders of record June 14.

Wheeling & Lake Erie.—common, \$1.43¾, quarterly, 4% prior lien, \$1, quarterly, both payable August 1 to holders of record July 20.

Security Price Averages

	May 29	Previous week	Last year
Average price of 20 representative railway stocks	52.79	52.70	42.28
Average price of 20 representative railway bonds	94.17	94.56	91.18

RAILWAY OFFICERS

EXECUTIVE

Hampton Brooks Parker, whose promotion to assistant to president of the St. Louis-SAN FRANCISCO at St. Louis, was announced in the April 23 *Railway Age*, was born on October 5, 1918, at Chattanooga, and attended George Washington and St. Louis Universities. Starting railroad service in March 1937 with the Southern as file clerk-stenographer in the superintend-



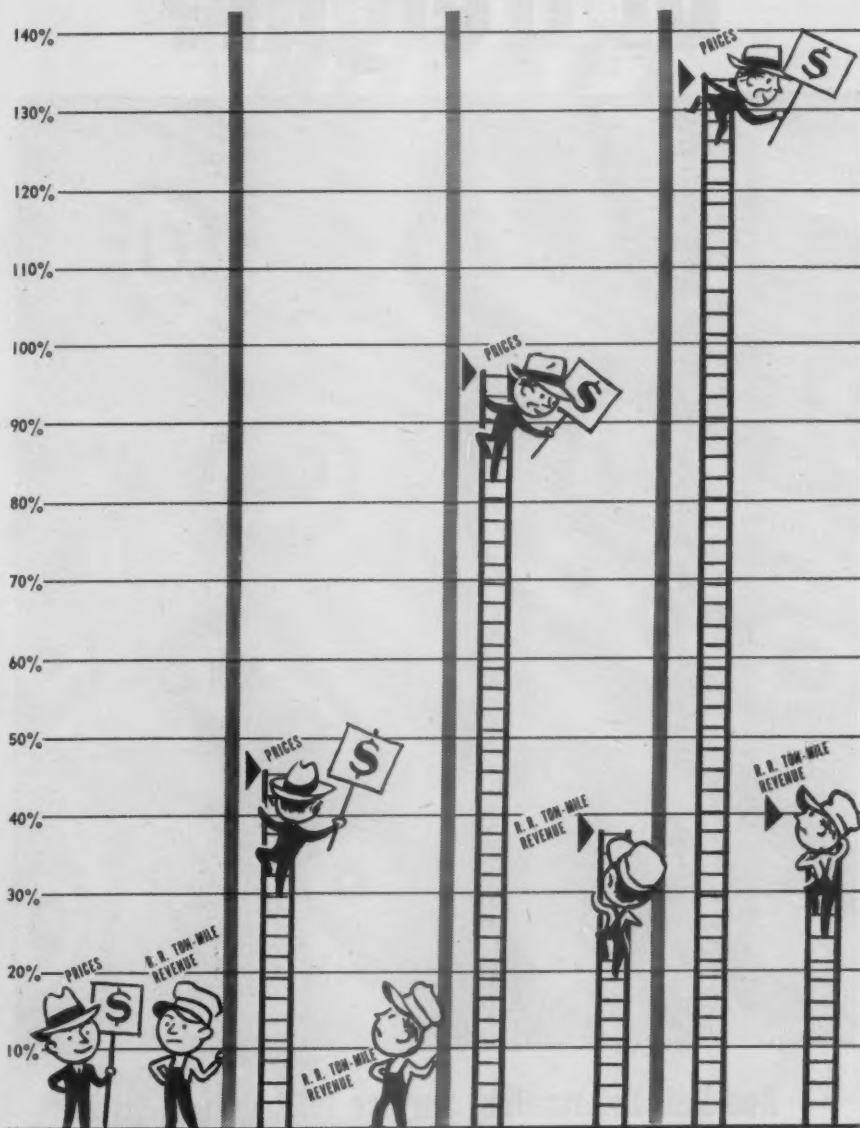
Hampton Brooks Parker

ent of motive power's office at Cincinnati. Mr. Parker later served successively as secretary to general manager, assistant supervisor replacement schedules at Washington, D. C., and chief clerk to assistant vice-president at that point. In February 1947 he became secretary to president of the Frisco, and the following October was made chief clerk to president at St. Louis, the post he held prior to his recent promotion.

James P. Newell, general manager of the Western region of the PENNSYLVANIA at Chicago, has been advanced to assistant vice-president in charge of operation at Philadelphia. **Pa. J. A. Schwab**, assistant general manager of the Eastern region at

Railroad Freight Charges . . .

. . . the **Smallest Part** of rising prices



Let's start back in 1939—at the beginning of World War II—with wholesale prices and the average revenue railroads get for hauling a ton of freight one mile* . . . standing even

And now look—in June, 1946, nearly a year after V-J Day—commodity prices had already gone up 46%.

But railroad average ton-mile revenue was still right back where it had been before the war.

By July, 1949, prices had moved way up to 98%.

While railroad revenue per ton per mile had gone up only 38%.

Since then, prices have kept on going . . . and now they are way up there—133%.

But railroad ton-mile revenue has stayed about the same.

So it is— that railroad freight charges—which even before the war were but a small fraction of the cost of most articles you buy—are a still smaller fraction of today's prices.

*Prices are as reported in the Index Numbers of Wholesale Prices issued by the U. S. Department of Labor, Bureau of Labor Statistics.

Ton-mile revenue, while not an exact measure of freight rates, measures what railroads get, on the average, for hauling a ton of freight one mile.

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F. H. ROCKWELL
General Freight Traffic Manager



Philadelphia, has been promoted to assistant vice-president, Eastern region, at New York.

Mr. Newell was born at Carthage, Mo., on September 18, 1902, and was graduated from Princeton University (C.E. 1924). He entered railroad service with the Pennsylvania in September 1927 on the engineer corps of the Pittsburgh division, advancing to assistant supervisor of track, supervisor of track and assistant division engi-



James P. Newell

neer. He became division engineer of the Long Island in March 1938 and in April 1940 he was appointed division superintendent of the P.R.R. at Logansport, Ind., transferring to Terre Haute, Ind., in February 1942. One year later he was appointed superintendent freight transportation at Chicago and in October 1944 became general superintendent at Indianapolis,



J. A. Schwab

transferring to Harrisburg, Pa., in January 1946. Mr. Newell was appointed general manager of the Western region at Chicago on June 1, 1948.

Mr. Schwab was born at Menoken, N. D., on July 26, 1903, and attended the United States Military Academy at West Point, N. Y. (B.S. 1927), after having served with the Army Signal Corps from 1919 to 1923. From June to November 1927 he was with the Air Corps and on the latter date entered

railroad service in the office of the chief engineer of the P.R.R. at New York. Mr. Schwab subsequently served as assistant supervisor of track, supervisor of track, assistant division engineer, division engineer, division superintendent and superintendent freight transportation of the Eastern region. In April 1946 he became general superintendent of the Southern division at Wilmington, Del., and on November 1, 1950, was appointed assistant general manager of the Eastern region at Philadelphia.

H. T. Cover, chief of motive power of the PENNSYLVANIA at Philadelphia, has been promoted also to assistant vice-president in charge of operation. Mr. Cover was born at Altoona on August 25, 1897, and attended Pennsylvania State College (B.S. in E.E. 1919). He entered railroad service in August 1915 with the P.R.R. as laborer at Altoona, subsequently serving as boilermaker's helper, draftsman, special apprentice, motive power inspector, assistant shop foreman, shop



H. T. Cover

foreman, assistant master mechanic and master mechanic. In January 1940 Mr. Cover was appointed superintendent of the Wilkes-Barre division and two years later became superintendent freight transportation at Philadelphia. He was named general superintendent of the Eastern Ohio division at Pittsburgh in August 1942 and became chief of motive power of the system in March 1946, which position he will continue to hold in addition to that of assistant vice-president in charge of operation.

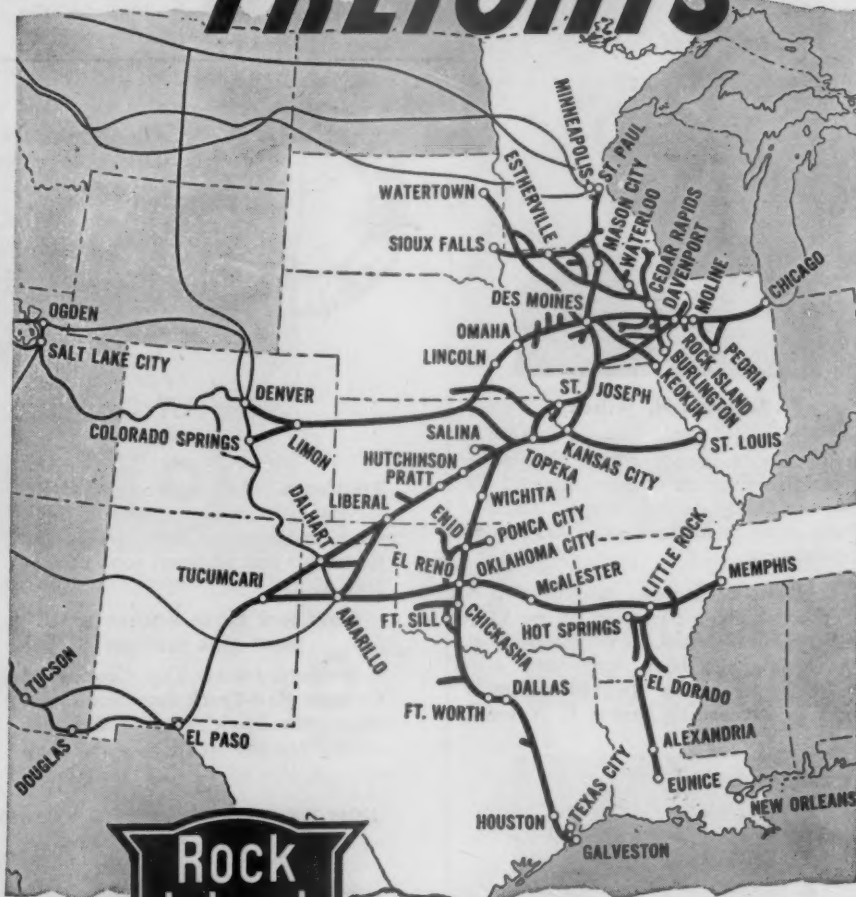
C. J. Stephenson, vice-president and general manager of the St. Louis, SAN FRANCISCO & TEXAS, at Fort Worth, Tex., has retired after more than 51 years of service. **J. Pat Casey**, traffic manager at that point, succeeds Mr. Stephenson.

Herman H. Pevler, vice-president of the PENNSYLVANIA at New York, has been appointed vice-president of the Western region, with headquarters at Chicago, succeeding **Paul E.**

Domain

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Rock Island Lines

THE ROAD OF PLANNED PROGRESS

Feucht, whose appointment as executive vice-president of the Chicago & North Western System was reported in the May 14 *Railway Age*.

OPERATING

As reported in *Railway Age* April 16, **Raymond N. Wilson** has been appointed general manager of the RIVER TERMINAL at Cleveland, Ohio. Mr. Wilson joined the R.T. in 1916 as



Raymond N. Wilson

an oil boy, subsequently serving as a locomotive fireman and engineman. In 1944 he was named superintendent, which position he held until his recent appointment.

J. Benton Jones, general superintendent of transportation of the Central region of the PENNSYLVANIA at Pittsburgh, has been appointed general manager of the Western region at Chicago, succeeding **James P. Newell**,



A. J. Greenough

who has been advanced to assistant vice-president in charge of operation at Philadelphia. **A. J. Greenough**, general superintendent of transportation of the Eastern region at Philadelphia, has been appointed assistant general manager of that region, succeeding **J. A. Schwab**, who has been advanced to assistant vice-president of the Eastern region at New York. **Morton S.**

Smith, superintendent of the Philadelphia division at Harrisburg, Pa., succeeds Mr. Jones as general superintendent of transportation of the Central region at Pittsburgh. **Paul W. Neff**, superintendent of the Susquehanna division at Williamsport, Pa., succeeds Mr. Greenough as general superintendent of transportation of the Eastern region. **Thomas M. Goodfellow**, superintendent at Cape Charles, Va., has been transferred to the Fort Wayne division at Fort Wayne, Ind., succeeding **R. Warren Grigg**, who becomes superintendent of the Maryland division at Baltimore. **P. M. Roeper**, superintendent of the

Middle division at Altoona, Pa., has been transferred to the New York division, succeeding **P. W. Triplett**, who replaces Mr. Smith at Harrisburg. **W. C. Allen**, superintendent of freight transportation of the Eastern region, succeeds Mr. Neff as superintendent of the Susquehanna division. **K. J. Silvey**, division engineer of the New York division, has been named assistant superintendent of the Eastern division at Toledo, Ohio, succeeding **W. G. Pfohl**, who has been advanced to superintendent freight transportation of the Eastern region, succeeding Mr. Allen. **B. E. Myers**, freight trainmaster of the Pittsburgh division, has



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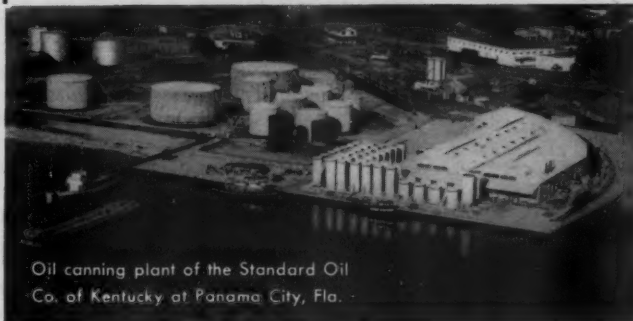


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General Traffic Mgr.
Atlanta & Saint Andrew's Bay Ry. Co.
Dothan, Ala.



Oil canning plant of the Standard Oil
Co. of Kentucky at Panama City, Fla.

been promoted to assistant superintendent of that division, succeeding C. W. Jeffries, who has been advanced to superintendent of the Middle division, succeeding Mr. Roeper.



Morton S. Smith

Mr. Greenough was born at San Francisco, on September 20, 1905, and received his B.S. in C.E. degree in 1928 from Union College. He entered railroad service in 1928 as assistant on engineering corps of the Pennsylvania, subsequently serving as assistant supervisor of track, supervisor of track and division engineer. In 1945 Mr. Greenough was appointed superintendent

of the Wilkes-Barre division at Sunbury, Pa., and the following year he was appointed superintendent freight transportation at Chicago. In January 1947 he became superintendent of the Maryland division at Baltimore and on June 1, 1948, he was appointed general superintendent of the Eastern Pennsylvania division at Harrisburg. Mr. Greenough became general super-



W. C. Allen

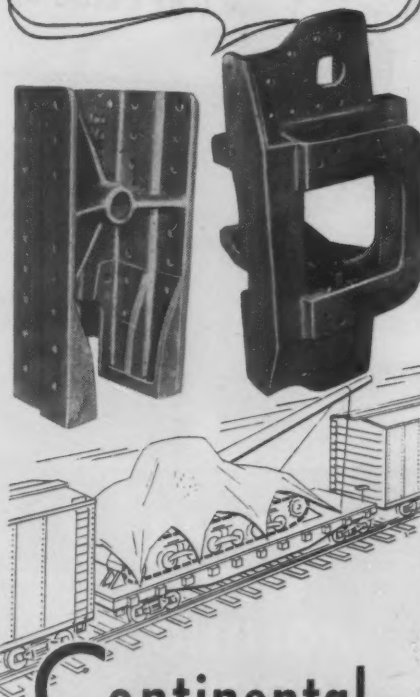
intendent of transportation of the Eastern region in November 1950.

Mr. Smith was born at Hughesville, Pa., on July 1, 1906, and received his B.S. in C.E. degree from Pennsylvania

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IN DOORWAYS**

**KINNEAR
ROLLING DOORS**

State College in 1929. He entered railroad service during the summer of 1926 as chainman with the Pennsylvania at Altoona. In June, 1929 he became assistant on engineering corps and subsequently served as supervisor of track and division engineer. From February 1 to July 1, 1943, he was division engineer on the Long Island at Jamaica, N. Y.; on the latter date he became superintendent of the Logansport division of the P.R.R. at Logansport, Ind. On October 15, 1944, Mr. Smith was appointed superintendent freight transportation at Chicago and in March 1946 he became superintendent of the Philadelphia division at Harrisburg.

Mr. Allen was born at Newton, Mass., on June 23, 1911, and attended Massachusetts Institute of Technology (B.S. in C. E. 1933; M.S.—R.R. Oper. 1934). Mr. Allen entered railroad service while attending M.I.T., getting two years experience in all departments of the Boston & Maine, in conjunction with his course, 1931-1934. He joined the P.R.R. in 1934, receiving training in the maintenance of way department, signal construction, electric traction and accounting department. He subsequently served as yardmaster, assistant trainmaster, trainmaster, assistant superintendent freight transportation and superintendent freight transportation.

TRAFFIC

Charles K. Adams, assistant general freight agent of the ATCHISON, TOPEKA & SANTA FE at Los Angeles, has retired after more than 50 years of service with the road's Coast Lines. He is succeeded by **John G. Roberts**, assistant general freight agent of the Panhandle & Santa Fe at Amarillo, Tex. **Arthur R. Kilian**, formerly chief clerk to traffic vice-president at Chicago, succeeds Mr. Roberts.

K. J. Sherwood, formerly chief clerk, rates and divisions, in the freight traffic department of the MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE, has been appointed assistant general freight agent, rates, at Minneapolis.

Leonard G. Henderson, traffic representative for the ST. LOUIS-SAN FRANCISCO at Enid, Okla., has been advanced to general agent at Omaha.

Charles Coughlin, assistant general freight agent of the NEW YORK CENTRAL SYSTEM at New York, has retired after 45 years of railroad service. **William J. Marshall**, industrial agent, Lines East of Buffalo, has been appointed manager of industrial development at New York, succeeding **Walter R. Dallow**, who has retired after 45 years of service with the N.Y.C.

C. R. Harry and **E. P. Cobb** have been appointed assistant general freight agents of the CLINCHFIELD at Erwin, Tenn. The position of assistant to traffic manager has been abolished.

PURCHASES & STORES

A. J. Sowatsky, division storekeeper, Pere Marquette district, of the CHESAPEAKE & OHIO, at Saginaw, Mich., has been advanced to assistant general storekeeper at Grand Rapids, Mich.

F. Wood, division storekeeper of the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC at Perry, Iowa, has been transferred in that capacity to Savanna, Ill., succeeding **T. A. Richards**, who moves to Mason City, Iowa. The position of division storekeeper at Perry has been abolished.

R. B. Rosenstein, formerly chief clerk in the stores department of the ST. LOUIS SOUTHWESTERN, has been promoted to general storekeeper at Tyler, Tex., succeeding the late **J. R. Bartholomew**, whose death is reported elsewhere in this issue.

MECHANICAL

As reported in the April 30 *Railway Age*, **W. W. Matzke** has been promoted to chief mechanical engineer of the CHICAGO & NORTH WESTERN SYSTEM. Mr. Matzke was born on December 28, 1907, at Duluth, and received his bachelor's degree in mechanical engineering from the University of Minnesota in 1929. He began his railroad career with the Duluth, Missabe & Northern (now Duluth, Missabe & Iron Range) during summer vacations,



W. W. Matzke

starting to work full time in 1929. From 1934 to 1944 he was associated with the Hartford Steam Boiler Inspection & Insurance Co. Subsequently he joined the North Western and served successively as engineer power plants and machinery, mechanical engineer and assistant to chief mechanical officer, from which post he was promoted.

W. Kendrick Farmer, whose promotion to mechanical engineer—cars of the CHICAGO & NORTH WEST-

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ERN at Chicago, was reported in the April 30 *Railway Age*, was born on September 26, 1908, at Louisville, Ky. Mr. Farmer started with the North Western in May 1927 as a tracer and detailer in the mechanical department. Subsequently he held various positions and prior to his recent promotion was serving as draftsman-estimator.

ENGINEERING AND SIGNALING

Robert L. Etherton, who was recently promoted to district maintenance engineer of the CHICAGO, ROCK ISLAND

& PACIFIC at Kansas City, Mo., has been transferred to Rock Island, Ill. **Herbert G. Dennis**, acting superintendent of the Cedar Rapids division, has been appointed to succeed Mr. Etherton.

Everett I. Beesley, who has been appointed assistant bridge engineer of the MISSOURI PACIFIC at St. Louis, as announced in the May 14 *Railway Age*, was born in Lawrence county, Ill., December 4, 1890, and received his higher education at Vincennes University, Vincennes, Ind., and James Milliken University, Decatur, Ill. Mr. Beesley was employed by structural

steel fabricating firms from 1912 to 1935 as draftsman, designer, chief draftsman and chief engineer. Subsequently he joined the M. P., and has served as bridge draftsman and assistant engineer, holding the latter post at the time of his new appointment.

F. E. Mayne, supervisor of track on the ILLINOIS CENTRAL at Dubuque, Iowa, has been promoted to division engineer of the Kentucky division, with headquarters at Paducah, Ky. He succeeds **L. E. Donovan**, who has been transferred to the office of the vice-president and chief engineer at Chicago.

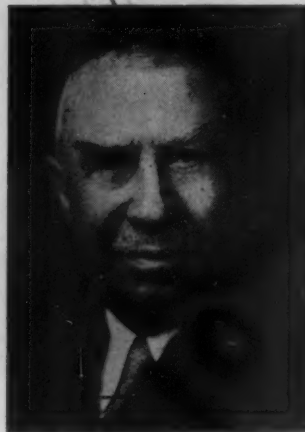
R. W. Schmidt has succeeded **Hollis Marsh** as chief engineer of the MANUFACTURERS, the ST. LOUIS & O'FALLON and the ST. LOUIS REFRIGERATOR CAR COMPANY, at St. Louis. Mr. Marsh has retired.

OBITUARY

FREDERIC C. DUMAINE, N. H. PRESIDENT, DIES AT 85

Frederic Christopher Dumaine, Sr., president and chairman of the board of the New York, New Haven & Hartford, died at his home in Groton, Mass., on May 27, at the age of 85. Mr. Dumaine had been ill with bronchial pneumonia for several weeks, but the immediate cause of his death was a heart attack.

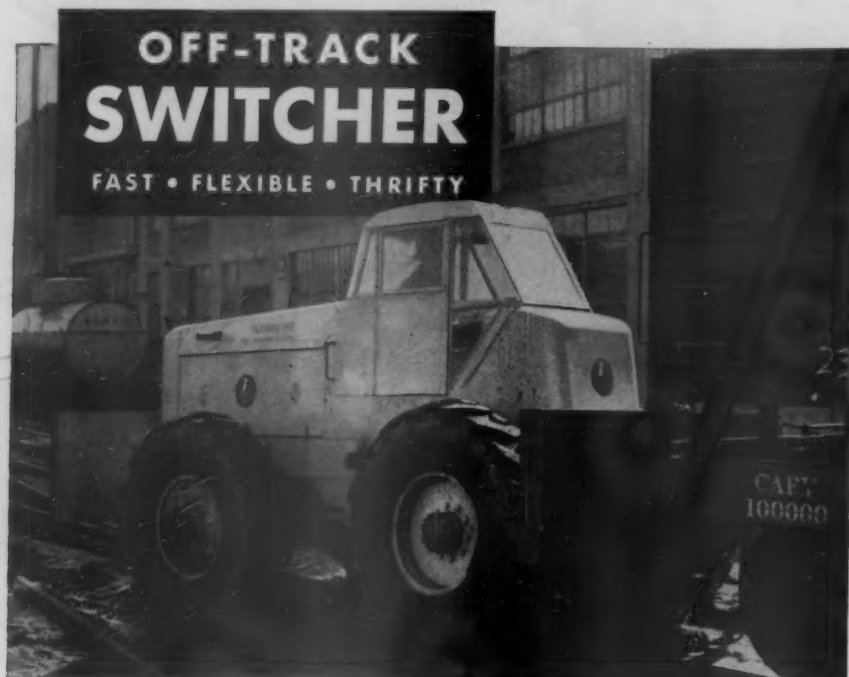
After nearly a quarter century as a member of the New Haven's board of directors, Mr. Dumaine had acquired control of the company in 1948, and



Frederic C. Dumaine, Sr.

on August 13 of that year assumed the dual position of president and chairman of the board. He relinquished the presidency only 19 days later, in favor of Laurence F. Whittemore, but resumed it on December 21, 1949, following Mr. Whittemore's resignation. He had remained as chairman of the board from 1948 to the time of his death.

A complete summary of Mr. Dumaine's business and railroad career was published in *Railway Age*, January 28, 1950, page 39.



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The PAYLOADER with its four-wheel drive and big pneumatic tires walks right across the tracks and yard to reach a string of cars by the shortest, quickest route. It can push or pull in either direction because it has full-reversing transmission with four speeds forward and four in reverse. It can also push or pull from alongside the cars.

This switcher comes with a 75 HP engine, either gasoline or diesel, and

its 11 tons of weight on large pneumatic tires gives it tremendous tractive effort — far more than can be obtained with equivalent rail-mounted equipment. Short wheelbase, power-assisted steering and big hydraulic brakes provide extreme maneuverability, ease of control and safety.

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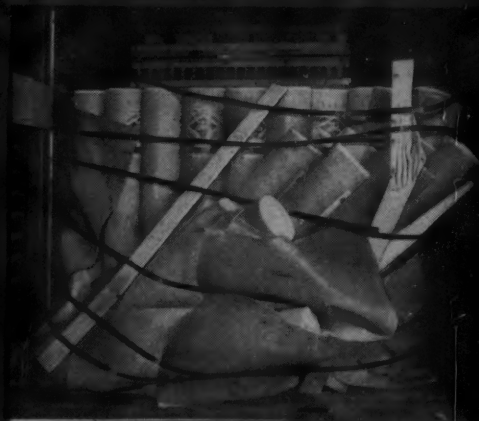




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On the average, \$81.90 is saved on every carload of freight shipped in box cars equipped with the DF Loader—the Damage Free Loader—a lightweight loading device that secures, separates and supports *any* load in a box car. It eliminates dunnage, and reduces damage to the vanishing point. Statistics show the railroad saves \$35.40 in damage, the shipper \$46.50 in material and labor needed for hand fitted dunnage. These figures don't take into account the indirect savings in handling fewer damage claims . . . the economies in loading cars to capacity . . . the substantial savings from quicker car turnaround, from faster loading and unloading. These advantages are due to Evans *loading engineering*—an approach that has produced tangible operating savings for carrier and shipper alike. To cut damage claims, to move more merchandise per car, consult *Evans Products Company, Railroad Loading & Equipment Div., General Offices: Plymouth, Michigan. Plants: Plymouth, Mich.; Coos Bay, Ore.; Vancouver, B. C.*



LOADING AND RAILROAD EQUIPMENT
RETURNS REVENUE TO THE RAILS



Freight Operating Statistics of Large Steam Railways — Selected

Region, Road and Year	Miles of road operated	Train-miles	Locomotive-Miles		Car-Miles		Ton-Miles (thousands)		Road locos. on line				
			Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net rev. and non-rev.	Serviceable		B.O.	Per Cent B.O.	
									Unstored	Stored			
New Eng. Region	Boston & Maine.....1951	1,691	251,812	261,276	13,275	9,582	71.6	585,845	248,923	93	5	4.9	
	.....1950	1,701	239,825	246,355	11,190	8,761	69.7	534,376	217,129	91	8	10
	N. Y., N. H. & Hfd.....1951	1,766	282,721	283,377	22,344	10,639	70.0	682,417	309,522	101	7	12	
	.....1950	1,772	244,531	245,170	26,918	9,697	68.1	578,033	241,254	116	7	17
Great Lakes Region	Delaware & Hudson.....1951	793	245,682	285,376	20,668	10,643	72.9	740,676	407,465	161	26	28	
	.....1950	794	188,718	215,624	22,785	7,800	68.3	512,368	250,597	131	62	23
	Del., Lack. & Western.....1951	966	239,303	263,078	32,590	11,511	72.8	735,831	345,341	81	5	39	
	.....1950	965	209,362	225,998	20,157	9,451	69.5	595,442	257,642	74	18	24
	Erie.....1951	2,245	597,358	613,985	42,625	32,284	72.4	1,968,807	866,240	193	8	28	
	.....1950	2,231	478,966	489,839	30,818	26,040	70.0	1,564,961	633,894	141	75	54
	Grand Trunk Western.....1951	974	214,585	219,587	2,512	8,068	70.6	512,240	228,824	52	1	18	
	.....1950	971	185,875	191,608	2,317	7,041	66.4	449,784	182,165	59	1	10
	Lehigh Valley.....1951	1,216	228,339	240,626	23,406	11,335	72.4	733,385	350,922	51	2	7	
	.....1950	1,239	193,485	202,311	17,033	9,212	70.2	590,257	269,337	53	7	36
	New York Central.....1951	10,677	2,567,300	2,774,247	159,290	94,267	64.8	6,691,343	3,102,245	1,042	15	348	
	.....1950	10,691	2,214,133	2,332,135	143,345	82,441	63.6	5,425,428	2,332,004	864	183	446
Central Eastern Region	New York, Chic. & St. L.....1951	2,162	685,761	702,441	10,922	24,962	71.0	1,666,661	793,064	216	1	35	
	.....1950	2,162	551,133	572,726	7,025	22,791	66.1	1,512,646	614,019	175	25	72
	Pitta. & Lake Erie.....1951	221	87,050	89,346	56	3,324	67.1	274,629	165,399	33	5	13	
	.....1950	221	49,262	50,728	.....	1,750	60.8	147,459	81,980	26	5	23
	Wabash.....1951	2,381	516,183	521,201	8,507	22,869	74.1	1,365,231	589,928	132	1	86	
	.....1950	2,381	508,922	518,226	8,936	19,166	67.7	1,208,064	485,900	142	10	54
	Baltimore & Ohio.....1951	6,083	1,588,965	1,829,232	188,985	59,983	67.1	4,327,410	2,145,963	683	69	187	
	.....1950	6,086	1,207,368	1,449,474	147,072	44,034	64.6	3,033,734	1,353,271	584	152	306
	Central of New Jersey.....1951	410	69,827	69,953	3,386	2,501	66.6	184,217	95,914	41	1	4	
	.....1950	411	53,441	53,982	3,635	1,918	64.3	136,842	66,811	30	8	10
	Central of Pennsylvania.....1951	210	57,892	63,801	10,871	2,192	69.6	160,198	86,112	33	3	15	
	.....1950	212	49,188	53,627	7,130	1,869	64.3	133,257	65,876	24	8	18
Central Western Region	Chicago & Eastern Ill.....1951	886	121,129	121,129	2,876	5,050	73.1	321,891	160,835	26	..	1	
	.....1950	906	115,905	116,283	2,155	3,912	68.3	255,298	120,844	27	..	1
	Elgin, Joliet & Eastern.....1951	238	85,035	88,614	742	3,372	67.6	261,821	144,757	43	..	..
	.....1950	238	80,645	81,067	.....	2,718	65.6	205,555	108,616	36	..	4
	Pennsylvania System.....1951	10,045	2,724,740	3,021,457	327,608	115,254	70.2	7,679,810	3,768,347	1,316	..	285	
	.....1950	10,042	2,254,559	2,441,722	262,319	93,549	65.9	6,124,473	2,703,799	1,128	70	504
	Reading.....1951	1,311	355,747	368,834	26,480	13,060	66.3	1,022,543	561,209	183	6	40	
	.....1950	1,315	257,388	268,627	23,913	8,849	64.1	648,177	322,730	150	48	46
	Western Maryland.....1951	837	174,829	205,114	25,115	6,149	64.0	504,192	281,993	126	10	18	
	.....1950	837	102,014	113,224	12,338	3,422	66.2	251,386	130,549	97	67	19
	Pocahontas Region	Chesapeake & Ohio.....1951	5,042	1,351,620	1,421,316	58,350	55,800	59.8	4,616,106	2,558,116	534	11	246
	1950	5,044	810,856	849,485	29,009	29,844	61.3	2,195,958	1,089,448	404	178	156
Norfolk & Western.....1951		2,113	685,463	732,088	54,639	30,409	60.9	2,608,077	1,420,989	243	16	27	
.....1950		2,107	364,366	386,602	26,300	15,889	64.5	1,164,376	581,329	159	113	63	
Southern Region		Atlantic Coast Line.....1951	5,432	892,686	906,455	13,820	27,312	64.8	1,874,105	869,488	343	..	98
	1950	5,509	778,884	786,874	12,353	21,608	60.0	1,508,767	643,974	325	13	62
		Central of Georgia.....1951	1,783	285,063	288,450	5,114	8,237	75.4	522,320	251,333	105	..	6
	1950	1,783	232,460	240,174	4,149	6,562	71.5	422,366	194,513	94	5	13
		Gulf, Mobile & Ohio.....1951	2,851	285,880	285,880	228	14,697	76.6	920,992	448,292	79	..	4
	1950	2,851	290,765	290,765	247	13,116	72.4	833,621	391,908	63	4	3
		Illinois Central.....1951	6,539	1,387,942	1,393,302	49,361	48,554	67.1	3,417,338	1,640,572	592	..	65
	1950	6,543	1,176,038	1,179,455	41,669	42,712	64.0	3,004,849	1,361,181	527	9	112
	Louisville & Nashville.....1951	4,769	1,053,833	1,125,152	30,698	32,786	67.1	2,328,695	1,198,167	340	8	95	
	.....1950	4,770	923,063	986,138	24,778	25,169	64.6	1,740,468	863,666	299	73	105
	Nash., Chatt. & St. Louis.....1951	1,049	201,877	206,134	3,387	6,436	79.9	381,187	186,272	71	..	16	
	.....1950	1,049	179,542	182,572	3,502	6,853	73.2	333,883	149,687	63	..	3
Northwestern Region	Seaboard Air Line.....1951	4,136	710,799	734,150	5,070	25,175	68.6	1,735,939	807,783	255	16	57	
	.....1950	4,136	653,329	673,439	5,702	21,568	62.8	1,533,435	661,314	267	24	23
	Southern.....1951	6,302	1,093,457	1,100,671	12,519	37,596	72.6	2,331,845	1,082,364	404	7	171	
	.....1950	6,320	1,041,102	1,050,711	9,776	34,280	67.2	2,145,390	915,544	413	64	154
	Central Western Region	Chicago & North Western.....1951	7,920	762,013	777,320	24,019	25,498	70.6	1,739,582	764,940	291	5	147
	1950	8,072	714,353	733,826	18,621	24,161	65.5	1,647,968	712,750	259	53	172
		Chicago Great Western.....1951	1,441	129,659	129,864	9,203	8,098	74.0	516,758	242,027	35
	1950	1,445	151,625	151,970	11,532	8,098	65.8	533,934	227,158	35	..	11
		Chic., Milw., St. P. & Pac.....1951	10,663	1,083,536	1,128,679	45,053	40,789	70.7	2,658,017	1,256,141	438	56	79
	1950	10,663	1,043,570	1,091,644	47,193	37,433	67.4	2,461,567	1,090,925	423	78	84
		Chic., St. P., Minn. & Omaha.....1951	1,606	195,993	207,232	12,263	5,095	73.0	345,772	165,412	71	..	29
	1950	1,606	185,400	193,443	10,193	5,038	65.5	350,426	152,728	64	2	44
Duluth, Missabe & Iron Range.....1951		564	49,932	50,511	820	1,022	53.5	88,269	47,102	30	9	26	
.....1950		564	30,465	30,669	480	453	53.4	34,075	15,275	24	18	16	
Central Western Region		Great Northern.....1951	8,220	965,986	966,592	41,488	35,423	75.3	2,295,526	1,110,243	338	97	70
	1950	8,221	1,034,100	1,037,214	54,293	33,585	61.0	2,431,247	1,042,444	316	73	63
	Minneapolis, St. P. & S. St. M.....1951	4,179	364,947	371,201	5,336	11,511	74.1	730,184	364,434	105	..	16	
	.....1950	4,179	335,508	341,817	6,108	10,565	66.9	686,913	315,447	99	..	21
	Northern Pacific.....1951	6,591	693,367	725,515	38,539	27,313	75.7	1,816,589	876,999	326	15	69	
	.....1950	6,593	739,425	781,641	49,039	25,055	66.6	1,815,248	821,165	325	18	66
	Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.).....1951	13,096	2,319,200	2,453,833	85,392	97,849	70.3	6,284,096	2,579,760	644	65	173
	1950	13,073	1,891,341	1,976,017	55,714	77,602	67.8	5,059,242	2,044,577	516	259	117
		Chic., Burl. & Quincy.....1951	8,788	1,189,054	1,210,030	57,320	51,238	69.5	3,459,593	1,652,305	409	17	118
	1950	8,839	961,979	978,837	35,991	38,825	67.1	2,553,773	1,132,425	371	52	157
		Chic., Rock I. & Pac.....1951	7,903	1,017,166	1,041,847	19,456	40,192	70.0	2,607,704	1,162,979	278	2	50
	1950	7,597	942,184	961,447	15,868	33,038	61.6	2,226,083	923,742	213	48	95
Denver & R. G. Wn.....1951		2,334	289,797	318,527	35,289	12,358	68.3	803,770	394,556	106	32	27	
.....1950		2,413	244,566	264,193	28,298	9,418	70.0	628,991	300,096				

Items for the Month of February 1951 Compared with February 1950

	Region, Road and Year	Freight cars on line			Per Cent B.O.	G.t.m.per	G.t.m.per	Net	Net	Net	Car-	Net	Train-	Miles
		Home	Foreign	Total		train-hr.	train-mi.	ton-mi.	ton-mi.	ton-mi.	miles	daily	miles	per loco.
New Eng. Region	Boston & Maine.....1951	1,307	10,428	11,735	2.9	36,112	2,331	990	26.0	772	41.5	5,257	15.5	100.1
	.....1950	1,912	9,241	11,153	4.9	34,829	2,232	907	24.8	714	41.4	4,559	15.6	89.4
	N. Y., N. H. & Hfd.....1951	1,345	19,772	21,117	1.1	35,142	2,419	1,097	29.1	529	26.0	6,260	14.6	110.0
	.....1950	2,073	17,593	19,666	2.2	33,968	2,368	988	24.9	441	26.0	4,862	14.4	79.7
	Delaware & Hudson.....1951	1,778	7,006	8,784	4.2	54,967	3,028	1,666	38.3	1,673	60.0	18,351	18.2	53.4
Great Lakes Region	.....1950	5,326	3,962	9,288	6.1	46,982	2,733	1,334	32.1	919	41.9	11,272	17.3	43.1
	Del., Lack. & Western.....1951	4,047	11,567	15,614	8.0	44,407	3,130	1,469	30.0	781	35.8	12,768	14.4	92.3
	.....1950	7,684	7,525	15,209	11.9	42,980	2,893	1,252	27.3	595	31.4	9,535	15.1	83.9
	Erie.....1951	6,142	23,264	29,406	3.9	54,342	3,331	1,466	26.8	1,071	55.1	13,780	16.5	112.8
	.....1950	13,861	14,043	27,904	8.1	54,084	3,294	1,334	24.3	802	47.0	10,147	16.6	76.8
	Grand Trunk Western.....1951	3,122	12,272	15,394	4.5	43,815	2,428	1,084	28.4	539	26.9	8,390	18.4	122.3
	.....1950	4,570	8,344	12,914	9.4	44,244	2,433	985	25.9	483	28.1	6,700	18.3	108.7
	Lehigh Valley.....1951	3,396	11,547	14,943	7.0	62,984	3,247	1,554	31.0	796	35.5	10,307	19.6	157.3
	.....1950	8,946	7,109	16,055	12.6	59,120	3,105	1,417	29.2	589	28.7	7,764	19.4	87.7
	New York Central.....1951	50,162	115,892	166,054	4.4	38,576	2,658	1,232	32.9	616	28.8	10,377	14.8	83.6
Central Eastern Region	.....1950	73,664	74,623	148,287	9.6	40,264	2,482	1,067	28.3	551	30.7	7,790	16.4	67.5
	New York, Chic. & St. L.....1951	4,257	22,442	26,699	3.7	39,719	2,509	1,194	31.8	1,036	46.0	13,101	16.3	108.6
	.....1950	8,880	14,066	22,946	4.2	49,761	2,788	1,132	26.9	920	51.7	10,143	18.1	81.3
	Pitts. & Lake Erie.....1951	3,370	10,099	13,469	10.7	46,257	3,162	1,904	49.8	376	11.3	26,729	14.7	75.4
	.....1950	8,891	9,852	18,743	15.0	42,131	3,001	1,668	46.8	166	5.8	13,248	14.1	38.3
	Wabash.....1951	4,939	17,795	22,734	2.2	52,064	2,699	1,166	25.8	982	51.3	8,849	19.7	91.7
	.....1950	7,790	10,524	18,314	3.6	49,856	2,399	965	25.4	883	51.5	7,288	21.0	95.3
	Baltimore & Ohio.....1951	41,670	60,225	101,895	5.6	36,515	2,782	1,379	35.8	774	32.2	12,599	13.4	78.6
	.....1950	60,576	29,555	90,131	14.4	37,002	2,558	1,141	30.7	538	27.1	7,941	14.1	55.8
	Central of New Jersey.....1951	335	9,534	9,869	2.7	36,378	2,767	1,441	38.4	340	13.3	8,355	13.8	85.3
Pocahontas Region	.....1950	948	7,118	8,066	10.4	33,319	2,637	1,287	34.8	282	12.6	5,806	13.0	66.7
	Central of Pennsylvania.....1951	962	3,429	4,391	16.9	39,448	2,944	1,583	39.3	687	25.1	14,645	14.3	64.4
	.....1950	2,093	2,368	4,461	16.0	39,719	2,908	1,437	35.2	533	23.5	11,098	14.7	51.2
	Chicago & Eastern Ill.....1951	1,716	4,251	5,967	5.8	42,226	2,682	1,340	31.8	887	38.1	6,483	15.9	170.0
	.....1950	3,189	3,201	6,390	6.9	41,845	2,208	1,045	30.9	678	32.1	4,764	19.0	147.5
	Elgin, Joliet & Eastern.....1951	5,792	16,506	22,298	2.0	18,154	3,201	1,770	42.9	254	8.7	21,722	5.9	118.9
	.....1950	7,729	8,533	16,262	3.3	21,288	2,638	1,394	40.0	234	8.9	16,299	8.4	95.2
	Pennsylvania System.....1951	90,805	123,538	214,343	10.3	39,541	2,929	1,437	32.7	630	27.4	13,398	14.0	82.4
	.....1950	123,269	80,789	204,058	18.7	42,471	2,794	1,233	28.9	470	24.7	9,616	15.6	61.6
	Reading.....1951	9,495	24,489	33,984	3.3	36,707	2,877	1,579	43.0	589	20.7	15,288	12.8	73.5
Southern Region	.....1950	16,415	13,219	29,634	9.6	30,248	2,523	1,256	36.5	380	16.2	8,765	12.0	53.4
	Western Maryland.....1951	4,471	4,830	9,301	1.7	39,785	2,924	1,636	45.9	1,086	37.0	12,032	13.8	51.9
	.....1950	8,087	2,271	10,358	1.4	34,963	2,491	1,294	38.1	446	17.6	5,570	14.2	26.9
	Chesapeake & Ohio.....1951	42,999	24,409	67,408	5.4	55,592	3,476	1,927	45.8	1,348	49.2	18,120	16.3	72.8
	.....1950	65,958	22,766	88,724	6.6	46,314	2,721	1,350	36.5	465	20.8	7,714	17.1	45.8
	Norfolk & Western.....1951	27,432	8,437	35,869	4.0	62,791	3,875	2,111	46.7	1,400	49.2	24,018	16.5	105.7
	.....1950	43,635	6,573	50,208	3.7	54,117	3,224	1,610	36.6	435	18.4	9,854	16.9	48.9
	Atlantic Coast Line.....1951	11,246	24,006	35,252	2.4	32,586	2,114	981	31.8	871	42.2	5,717	15.5	82.3
	.....1950	14,947	15,111	30,058	5.2	30,020	1,945	830	29.8	753	42.1	4,175	15.5	77.7
	Central of Georgia.....1951	1,755	6,731	8,486	2.9	31,575	1,843	887	30.5	1,086	47.2	5,034	17.2	99.9
Northwestern Region	.....1950	3,569	5,202	8,771	8.6	31,968	1,821	839	29.6	803	37.9	3,896	17.6	84.3
	Gulf, Mobile & Ohio.....1951	2,780	11,139	13,919	2.7	60,868	3,239	1,577	30.5	1,064	45.5	5,616	18.9	131.9
	.....1950	5,287	8,473	13,760	3.1	58,631	2,875	1,351	29.9	989	45.7	4,909	20.5	157.5
	Illinois Central.....1951	17,240	36,180	53,420	2.5	40,497	2,507	1,203	33.8	1,088	48.0	8,960	16.4	84.0
	.....1950	28,103	26,873	54,976	2.1	44,043	2,585	1,171	31.9	904	44.4	7,430	17.2	72.0
	Louisville & Nashville.....1951	27,207	17,414	44,621	7.9	33,201	2,217	1,141	36.5	942	38.4	9,973	15.0	101.7
	.....1950	42,644	11,925	54,569	8.6	30,313	1,893	939	34.3	568	25.6	6,467	16.1	80.2
	Nash., Chatt. & St. Louis.....1951	1,056	5,081	6,137	2.7	38,550	1,893	925	28.9	1,100	47.6	6,342	20.4	91.5
	.....1950	3,292	4,168	7,460	11.7	37,659	1,863	835	21.8	715	44.7	5,096	20.3	113.5
	Seaboard Air Line.....1951	7,852	17,582	25,434	1.7	43,036	2,501	1,164	32.1	1,095	49.7	6,975	17.6	91.9
Central Western Region	.....1950	11,692	12,355	24,047	3.5	40,161	2,395	1,033	30.7	937	48.7	5,710	17.1	89.5
	Southern.....1951	12,349	31,085	43,434	2.6	34,908	2,159	1,002	28.8	913	43.7	6,134	16.4	73.6
	.....1950	17,877	28,891	46,768	4.5	35,771	2,071	884	26.7	703	39.1	5,174	17.4	66.7
	Chicago & North Western.....1951	14,945	40,435	55,380	3.7	34,873	2,408	1,059	30.0	512	24.2	3,449	15.3	71.3
	.....1950	21,241	28,746	49,987	4.1	36,552	2,397	1,037	29.5	496	25.7	3,154	15.8	61.5
	Chicago Great Western.....1951	949	7,063	8,012	2.3	56,188	4,075	1,908	29.9	1,106	50.0	5,998	14.1	149.7
	.....1950	1,710	5,410	7,120	3.8	62,427	3,531	1,502	28.1	1,107	60.0	5,614	17.7	132.0
	Chic., Milw., St. P. & Pac.....1951	21,379	47,410	68,789	2.7	36,966	2,486	1,175	30.8	642	29.5	4,207	15.1	78.9
	.....1950	34,202	28,667	62,869	2.4	36,168	2,387	1,058	29.1	599	30.5	3,654	15.3	74.7
	Chic., St. P., Minn. & Omaha.....1951	999	8,712	9,711	3.1	23,822	1,895	906	32.5	625	26.4	3,678	13.5	87.8
Southwestern Region	.....1950	1,050	7,444	8,494	5.1	25,586	1,950	850	30.3	655	33.0	3,396	13.5	73.6
	Duluth, Missabe & Iron Range.....1951	8,393	684	9,077	3.4	25,430	1,870	998	46.1	1,792	7.3	2,983		



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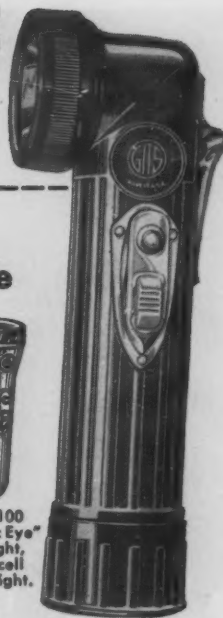
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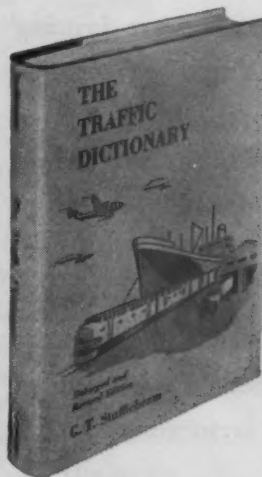
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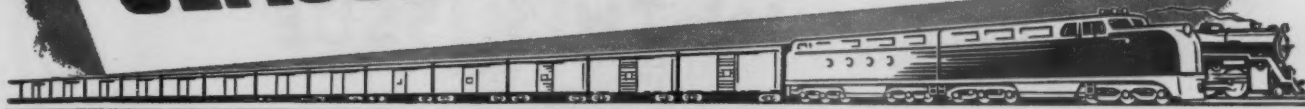
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